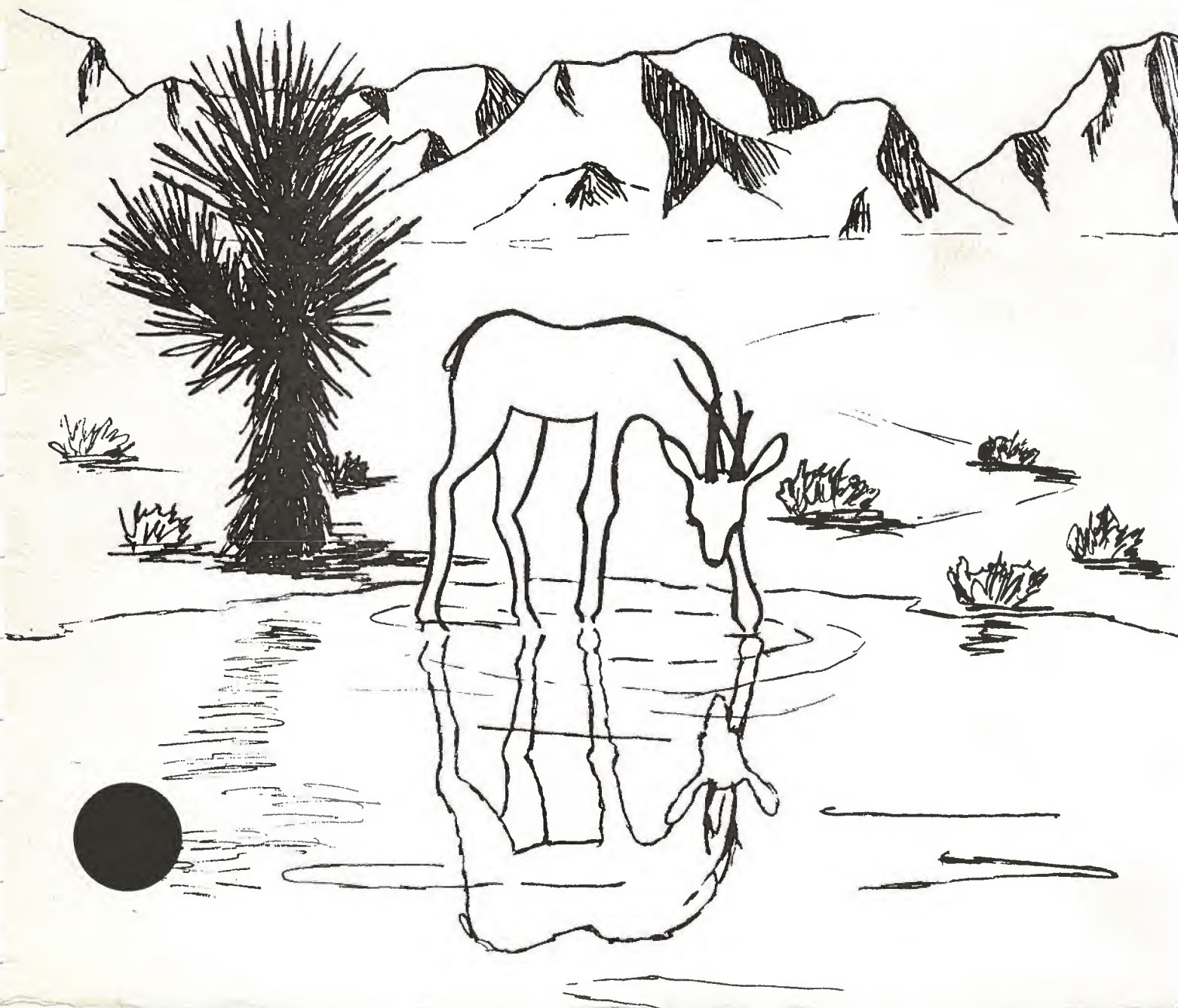


MIRAGES, MOUNTAINS AND MYSTERIES

A regional study of the Antelope Valley



INTRODUCTION

by Jerry Goodwin

This book is a regional study of the Antelope Valley. It was written and put together by one hundred thirty seventh and eighth grade students in Team II at Park View School.

Each person worked either alone or in a group. Some help was obtained from semi-professional proofreaders and typists. The project took approximately fourteen weeks from start to finish. We voted on the best title and cover for our book following a contest amongst the students. Everybody who participated received a copy.

All information in this book was researched by the students and all the topics were chosen by them. The information was compiled and about two weeks was given for the final copy to be turned in. To get information, various groups went on field trips to such places as the Water Works and the Ledger Gazette.

On one Saturday, one of the teachers, Mr. Robinson, invited the team to his ranch for a seminar to gain background information for the book. There were many unusual ways that the students used in collecting information. For example, a couple of boys sat in a twelve-foot tall Joshua tree half of one night recording everything that they heard and saw. Other things included interviewing people like Marvin and Bill Barnes whose family have lived in the valley for many years. And talking with Mr. Robinson Sr., who is an authority on Indian life in the Antelope Valley. One other thing that we ought to mention is that some of the girls are compiling old recipes that were used by the Indians who used to live here long ago. (Snail Special and Slug Delight are two of the featured delicacies)

Some of us interviewed Myrtle Webber, age 105, the oldest citizen of the valley. We have included some of these interviews in the book.

We hope you will enjoy reading our book.

Sincerely,

The Authors

T A B L E O F C O N T E N T S

	<u>Page</u>
INTRODUCTION	
CHAPTER I RAPPING WITH OLD-TIMERS	1
CHAPTER II HISTORY OF ANTELOPE VALLEY	27
Indians	38
Mining	46
Railroad History	57
Law and Outlaws	63
People and Places	71
CHAPTER III FOLKLORE	94
CHAPTER IV PAST, PRESENT AND FUTURE	110
Aerospace/Edwards A.F.B.	112
Joseph A. Walker	125
Communities of A.V.	131
Entertainment and Recreation	139
CHAPTER V WILDLIFE AND PLANTLIFE	149
CHAPTER VI WEATHER AND GEOLOGY	191
CONCLUSION	

CHAPTER I
RAPPING WITH OLD-TIMERS

MYRTLE WEBBER
OLDEST CITIZEN



Introduction to Mrs. Myrtle Webber

by Ann Holt

There were about fifteen of us seated silently around a lengthy table.
At the head, in an old wheelchair, was 105 year old Mrs. Myrtle Webber.

Her faint, quivering voice was the only noise to be heard as it broke the perfect silence in the room.

By just sitting there and taking short glances at her, you could see that her eyes are growing small and her face is growing enriched with age. As we listened, she spoke many times about old Lancaster as if it were here today. Her seemingly last will and testament was that the Old Western Hotel would be hers until the end of her days.

Taped Conversation With Myrtle Webber

"What year did I come?" Myrtle Webber replied, "I guess 1905. It must have been because in 1900 I was...I'm...I'm according to the years... I've forgotten, but it must have been 1905. I had a son and I brought him with me and then I put him in college up at Rosamond and he finished school. He was in the service and he got injured and he died and he left two little girls. Maybe you knew them, Frances and Charlotte." We said we didn't know them. "They went to school here in Lancaster, long time, and of course now Frances has six children. She has eight grandchildren and the other one doesn't have any of her own. She adopted, and they went to school here...but our school, our best school was at - what's this little town out west here? What's the name of it? It is a nice little town." We asked if it was Lake Hughes. She said, " No, I don't know." We asked if it was west. Palmdale? Myrtle said, "What do we got connected right on to Lancaster, in fact it is part of Lancaster." Again we asked if it was Palmdale. "Some - they call it...out west. I can't remember well enough, I'd know it if I heard it. It isn't Littlerock, it's a different direction. It's right due west exactly." We asked if it was Gorman. Myrtle said "Quartz Hill." Quartz Hill? Myrtle replied "Yes, that's it. That had a few. When you got out and around Quartz Hill and going to Rosamond on your way up you passed quite a few places...just old places, you know, and somebody lived in them, nobody lived in Lancaster.

There was nothing to do out here, there was nothing for a woman to do. So I didn't know how in the world I was going to stay out here because I wouldn't have enough to keep myself employed. First I did one little thing

and then another, then I got to doing this and that, then I got married. I married Mr. Webber and he had the hotel. There was only three rooms in it. We started to build on to it and started to clean it up. Then things began to go better. From then on we just kept on going and going."

OLD WESTERN HOTEL



We asked when the old hotel was built. Myrtie answered "That must have been 1905. It might have been '06 - 1906. Let me see if I can think. It might have been '06 or '07, I can't - right off hand - I can't tell you. It's been so long since I thought about it, but it must have been '06 or '07, but anyway, I came once and went back and then came back again -

that's when I stayed. It had a kitchen and a office downstairs. It had been a home...some Mexicans' home years before that, but it was all wrecked. Mr. Webber bought the house to get the ground. The ground consisted from Beech Street clear up past the post office. The ground the post office is on belonged to that building at that time, so it was a valuable piece of ground.

When I came here, I didn't come to prospect, I came out here sick. I had chills and fever and then I got well. I went back home and then I came right back so I went right out and sold my little house. It was a nice little home but not too big. I sold that and I came right back out here and put it in that old hotel. That old hotel is still mine. Oh, yes, it will be as long as I live.

Then about '07 or along in there. It might have been as late as '08 but I don't think it was...it must have been 1908 - that's right 1908... there were no homes here at all but there were tents and cattlemen. The cattlemen decided that this was too nice a town to not have any home or any place to eat or any place to live or anything, so they decided to call a "Lancaster Day". They called it a "Lancaster Day" and it lasted three days...and my, it was some town...it was some place! All the real estate men in the country came and they all had something to do, something to say, and right from that on it started. People from down below started coming in and looking the country over to see what they could do and what they could start. There was one man...I know his name, but I don't dare tell it because he's still got relatives living here, but whether he knows this

or not, I don't know. But, he took - this man I was speaking of - come up as a real estate man and they took and got people to come up from the other towns you know to see the country. They took this one man out by one of them big lakes when we used to have the lakes. Did you ever remember the lakes?" We asked which one. "Both of them." Myrtie said. "There was two big lakes between here and Rosamond and here and out west." "They are dry now?" we asked. "Oh, they've been dry for years. For years they've been dry. But then they were all full - so there was a man, and he took, and he was posing as a real estate man, and he took some men out to Rosamond to show them some orange country. He showed them - let me get this right - he showed them these bushes - we used to have some bushes that grew something on them - I forget what it was that grew on them - and then they sold these bushes for orange trees." "But, they weren't orange trees?" we asked. "They weren't orange trees - they weren't bearing of any kind that was any good, but he sold them. He sold quite a lot of land for orange country. Sometimes it was just one crazy thing after another that happened...things just kept on happening.

But from that one everything started...one thing and another it soon began to pick up and then all of these men that had these jobs this 50 miles out didn't have any place out there to sleep and they had to come in here to sleep in tents. So, we put up tents every day for I don't know how long. We used to laugh about what kind of a tent we were going to put up today. Some of them were big enough for two people and some of them would do just one and a lot of people came in and put up their own tents. They just got

a piece of ground and put up their own tents. We knew they'd keep it because there was no place else to go.

There was no place to eat here - you couldn't get anything to eat. Then maybe somebody came up from Los Angeles set up little tents and fixed places to feed them so they could get something to eat so they could work. They had to drive 50 miles back and forth and they had to take their lunch with them. They couldn't get anything to eat out there. They'd take a lunch with them and then they would come back in here for supper. We kept on working at the hotel and adding to it, building it up and adding on rooms. We built a real dining room and had a real nice little hotel, it was nice because it was clean and it hadn't been...it was a real nice little hotel. We had quite a place and it's still mine and it will be mine as long as I live. I never did sell it. It's sold at my death. Yes, it's sold... but they won't take possession until after I'm gone...then they take possession.

Then back at that little school that I talked about - that had five rooms in it, and three of them was downstairs and two was up...they turned them into places to eat and somebody went in there and cooked and boarded them."

We asked Myrtle if she remembers the antelopes in the valley. She replied, "No, the antelopes were before my day. I've seen antelopes, yes, seen lots of them, but they weren't the main staple as they were at one time - but there were a few antelopes left when I came."

We asked if she remembers the first building on Lancaster Boulevard.

Myrtie said, "No, I don't remember the first building, I suppose I would but I wouldn't dare say because I..." We asked about Lancaster when she first came. Myrtie said, "There was no Lancaster, there was a boulevard running through to Los Angeles, north, you know through to Los Angeles and through to Rosamond. Everything went to Rosamond. Rosamond was the town.

We asked what was in Rosamond that made it so great. She replied, "It was a little town, just a little town. There was some people that lived there. There was gold mines there...there still is, only they're not working them. We asked whether they got a lot out of those mines. "Oh, yes," Myrite said. "They claim they're going to open up again, but I wouldn't be so...surprised if they would."

We didn't want to tire Mrs. Webber so we all thanked her and expressed how much we appreciated her talking to us. Myrtie said, "I don't think I have done much to help too much. I couldn't give names because as I said I don't remember them."

BUDDY REDMAN - PIONEER

by Sue Waligora
Liz Owens
Tim Fuller

In order to obtain information for our regional studies, the three of us went to our most valuable resource - the people themselves, or, in our case Mr. Buddy Redman. We set up an appointment, collected our notebooks and off we went.

We appeared in front of Redman Plymouth right on schedule and were shown to Mr. Redman's office. Upon entering, we laughed and joked, trying to cover up our uneasiness while awaiting his arrival. When he came in, we were stumbling around setting up our tape recorder and trying to act confident. He stood at the door and gave us a cheery greeting. Soon he maneuvered his way to his huge, over-proportioned desk, surrounded by all of his trophies and plaques. His office was a bright room even though there were no windows.

He was a cordial man, truthful, well-mannered, and "broke-the-ice" quite easily with us. He lit a cigarette that seemed somehow to relax the atmosphere and in a short while we were rattling off questions right and left.

Had we not met him, our impression would have been; he was strictly a business man with seemingly high qualities. But, as we became more involved with him, he revealed not only his businesslike capabilities, but his bold, straight-forward attitude and his fantastic sense of humor as well.

His past was vivid and colorful and he spoke of it as something gone but not to be forgotten. School days were the most intense in his mind and, when he spoke of them, a faraway look was noticable in his eyes. He gave us

the indication that he would like to return to his younger days, but, that being impossible, he was content with his present day life.

We were so interested in what he had to say that we completely lost track of time. We concluded our interview with full notebooks and a great deal more knowledge about the Antelope Valley.

Mr. Redman moved to the valley in 1911 when he was eight years old. His mother was ill and the doctor told his family they would have to move to a higher, drier climate.

When they arrived, the town was small with a population of about five hundred. There were two main streets, Lancaster Blvd., which is now 10th. St., and Antelope Ave., now Sierra Hwy.

He began his education at the Lancaster Grammar School which had about forty students in attendance. Besides being beaten over the calf of your leg for punishment, the principal, Mrs. Abriel, separated the boys from the girls. The playground was divided by a high board fence. The girls used the west side and the boys used the east. The only time the boys and girls were assembled together was for lunch, when the girls ate in the pavilion with the boys. There was a flowing well located in the back of the school and Mrs. Abriel had it piped up into a drinking fountain on both sides of the high board fence. During his high school years, Mr. Redman attended Antelope Valley High School. Since it was the only high school in the Antelope Valley, students who could not be bused in stayed in dorms located on Ave. I. These dorms were in existence until 1926. Jobs for high school students were mainly working on farms baling hay. These jobs paid

two dollars a day, plus room and board which meant sleeping outside.

Recreation meant swimming in a reservoir fed by a flowing well or a weekly movie in which one paid ten cents admission, sat on a wooden bench, and watched silent films accompanied by a live pianist. Many people had radios and later, preferred them to television since reception was so bad. The small town was very friendly and people gathered together from miles around to listen to special events on the radio. Whomever owned a good radio set was sure to have a houseful of people come World Series Time. The same was true for barn-raisings and sewing parties. As many as thirty men would gather to help a neighbor raise his barn and the women would have sewing parties to make baby clothes for anyone having a baby.

Farmers with alfalfa fields put up rabbit fences made of chicken wire to keep the rabbits out. After the alfalfa had been harvested and only the stubble remained, Mr. Redman would go out at night and make a hole in the fence, allowing the rabbits to come in and eat the stubble. In the morning, he would close the hole, fencing in twenty-five to thirty rabbits a night. Then he took the rabbit pelts, pressed them, put them in a gunny sack, and tagged them for the Los Angeles Soap Company. The company would give him four to six cents for one pelt.

Mr. Redman started in the car business in 1949 with a trucking partnership that lasted about ninety days. From July to September of 1949 he worked for a chemical company and from September of 1922 until February 1929 he worked for Union Oil. He and George Taylor then obtained the Texas Company Wholesale Distributing Plant. They operated that until 1946. That year Mr.

Redman bought a tire shop. The tire shop was kept for six months and then sold. At that time, he bought a pipe yard, and it too was sold. In 1949 he went to work for Mr. H. W. Hunter who owned the Dodge-Chrysler auto agency in Lancaster. He held that job until he opened his own Plymouth auto agency in 1960.

When he came to Lancaster, there was only one car in town. It was a Cadillac, belonging to a real estate agent who used it to sell land. He had his first car in 1917 at the age of 14. It was called a Brush and it had only one cylinder. He payed one hundred dollars for his first Model T Ford in 1921 and it was a 1919 model. At that time, the Model T Ford was the most popular car to own. His first new car was a Model T Ford purchased from a Ford dealer in Palmdale. He referred to him as "a little hunched-back fellow by the name of Hoppy Moore." Mr. Redman presently owns the Redman Plymouth Agency, located on Sierra Highway in Lancaster.

THE LIFE OF A HOMESTEADER IN THE ANTELOPE VALLEY

by John Meadows

This is a written account of the days spent in the Antelope Valley by Mr. Daniel W. Feltham and Mr. Owen M. Feltham.

About 1910 Mr. Daniel Feltham purchased 160 square acres of section one land near Del Sur, West of Lancaster. This acreage was planted to wheat and in those meager years when rainfall was sufficient, a small crop of wheat would pay the taxes. Mr. Daniel Feltham would drive an old buckboard down from Long Beach to participate in rabbit drives with his fellow homesteaders.

Many of the old'timers there told of the many Antelope which used to frequent that part of the valley long ago. It is said that the laying of the Southern Pacific rails through the valley in 1876 caused the deaths of many thousands of Antelope because they would not cross the ribbons of steel to get food or water. Then in 1880 an unusually heavy snowfall caused deep drifts and the Antelope either froze or starved to death.

Most of the Feltham's experience in the Antelope Valley was in the West end near Willow Springs. In 1914 the Felthams purchased another 320 acres North East of Willow Springs. Because it was a desert relinquishment, a certain amount of improvement was required to get the deed from the Interior Department. A portable house, made into sections was purchased in Los Angeles and delivered by the Southern Pacific railroad to Rosamond. The sectional house was hauled by horse and wagon to the land. It was a very hard job to put it together, but finally they had a house to live in. One of the other requirements was that 80 acres had to be cleared of greasewood and sage, plowed, seeded and fenced. In March 1916 Mr. Daniel Feltham

purchased a horse and small wagon in Long Beach. They loaded two bales of hay and their supplies and Mr. Owen Feltham and a friend, Bob Welch, commenced a seven day and night trip through Los Angeles, Mint Canyon, and Antelope Valley arriving late at night in a driving rain. In a few days he commenced clearing the land of greasewood and sage brush. To remove the greasewood he used an 8" by 8" by 10' long timber. The horse was hitched to one end and a heavy chain on the other end. The chain was loosely wound around the base of the wood and the horse was driven around the plant until the root would twist and break off a few feet beneath the surface. The sage was grubbed by hand and with a mattock all piled and burned. In twisting the greasewood he found that his horse was not strong enough to complete the task and the horse became sick and he had to shoot him. He rented a horse from a neighbor and the horse broke a front leg and he had to be shot also. To complete the job another man was hired who could do the job more efficiently.

The weather in that area could truly be called challenging during March and April. It snowed several times and the winds dropped out of Twin Peaks with a velocity that nearly carried their small house with it. The howl of coyotes was awesome on moonlit nights. Their nearest neighbor was a young man by the name of John Hammond who lived two miles to the North.

Willow Springs had been a most interesting settlement, originally settled by Indian tribes. Then it was used as a stage depot, before the railroad came. The story of how Ezra Hamilton found gold and the subsequent building

of the stone buildings which made up a health resort was very interesting. There was enough water to support the resort plus orchards and a few vegetable gardens. The Tehachapi earthquake altered the flow of spring water and some of the original stone buildings were destroyed. Although there is little mining being done at the present, gold and silver worth many millions have been taken from the area North of Willow Springs and the Tropico Mine is a wonderful gold museum.

You probably ask "why is the Antelope Valley not called Gold or Joshua Valley?" Well, the way the old timers saw it, it was the greatest concentration of Antelope in the entire West!

(written from an interview of Owen Macrea Feltham, 10-20-72)

Interview with Victor Ryckebosch

by Steve Ryckebosch
Rene Maldonado

How long have you been in the valley? He answered, "I have to do a little figuring, I came here in 1929, so that would make it 43 years."

What is your occupation in the valley? "I'm a producer of poultry. There are two types of poultry, turkeys and chickens.

What did the valley first look like when you came here? "Well, some parts of it are pretty much the same. There's a lot of difference in the number of people here. When I first came here the population was about 1250. That was in 1929. I remember many of the streets weren't paved. The only street paved coming east was Ave. K up to 40th St. East, though Ave. I came through to Roosevelt. There wasn't anything once you left town on this side of the railroad tracks. There were no business houses or anything down as far as Ave. K. I can't quite remember what the boundaries were at that time but they weren't quite to Ave. J; almost to Ave I about a square mile. That constituted the major part of the buildings in the residential and business area. In the valley itself, alfalfa was mostly grown. At that time there were some turkeys. Water conditions were very good. There were floating wells in the valley. There was one at the dry lake that I know of and had seen it flood myself. Our water here was pumping steadily and kept a level of 40 feet from the surface. It gradually dropped down from that point to what it is now.

Today our water level is down to 400 feet when we pump continuously. The wells are mostly 600 feet deep now. At that time most of the wells were only about 250 to 300 feet deep."

What is your opinion on the aqueduct? "Well, that ties in with what I have just said. I think it is very important that we have the queduct. We need water in the area because the level of this water has been dropping the last several years. I can remember back about the middle of the 1940's. At one time, a group of people thought that we should get water from the Yellowstone Lake in Yellowstone National Park. We thought that, with that being the highest altitude in the country, water could be brought to the valley on gravity without any pumping or anything else."

How have you seen the valley grow over the years? He said, "It just gradually grew; there was more farming developed and the climate was recognized by a lot of the people, particularly after World War II. We had considerable number of people here who were in the Armed Forces, Air Force particularly. Many of the people came back after the war was over."

What are some of the committees that you have been on that have helped in Lancaster's progress? "I've been on the Chamber of Commerce for several years. I was on the agricultural committee of the Chamber of Commerce. I also served on the California Turkey Industry Federation board of directors and the poultry improvement plan that was a state project, but was for the welfare of Antelope Valley. Then I also served on the hospital committee when the hospital was first developed. We had to establish a tax district here in order to buy the land to build the hospital on, so we had to raise the money to buy the land. Then we had to raise money for an election in order to get the money from the county in order to build the hospital and then this set up the tax district for everyone in the valley.

I was one of the first to contribute to establish AVEK. I was also

one of the original group with the set up of Joshua Memorial Park. I helped to establish the Antelope Valley Country Club. The first location of the Country Club was at the Rosamond Dry Lake and East Avenue E. That was in the last 30's. Then the land was condemned by the U.S. Air Force."

What is your opinion on the Intercontinental Airport coming in? "I haven't put too much thought on it. I'm agriculturally minded, and we're still growing poultry. It doesn't help us in our business and it doesn't help the farming aspect of our valley, although I think progress is coming. Personally, I think it will be quite a number of years before they'll be any need for the airport in the valley."

What is your opinion on the new freeway which will be opening up on November 3, 1972? He answered, "I think it is important to have it in the valley because we need transportation and today we even have a lot of people living up here that are commuting back and forth who are working in some other area not in the valley."

What were some of the first buildings in the valley? "The original high school was located on the same grounds that the modern one is now. It was the largest district in the world. It was written up in one of the national papers which was distributed throughout the entire United States. Now we have several high schools.

The Edwards Air Force base was only a lake out there at that particular time. We called it Muroc Dry Lake and it was later changed to Edwards Air Force base. They would land their planes on the dry lake and spot a prop which was suppose to be a ship, then they would do their bombing practice. They would go on maneuvers for two weeks and the Air Force

people would be in tents rather than buildings.

Now we have the largest airport in the United States. Some of the buildings still standing are located on Lancaster Boulevard just west of Sierra Highway to the Western Hotel. The first location of the Bank of America was next to the alley. The railroad station is still the original location of where it was first built."

BARBARA GODDE REYNOLDS

by Marile Jane Lang

My interview was with Barbara Godde Reynolds whose grandparents, along with the Ritters, were among the first farmers to settle in Antelope Valley.

In about 1800 the Goddes settled on the west side of the valley near Del Sur and Quartz Hill. The Ritters settled near Leona Valley and Lake Hughes. By the 1880's the Goddes had established alfalfa farms and almond orchards; while the Ritter brothers had alfalfa, wheat and cattle.

One of the early roads from Leona Valley and Lake Hughes was through the Godde's farms and almond orchards and was called Godde Pass.

Barbara Godde was born in the maternity home of "Ma" Everett, Antelope Valley's only midwife. The maternity home was located on the corner of Main street and Beech.

DOROTHY PIATT

by Robert Craton

Dorothy Wood Piatt was born in the state of Washington in 1904. They lived there for a few years and then moved to the Los Angeles area. They lived there until it got too crowded for them. Her family decided to go to the wide open space of Antelope Valley. They came by covered wagons through Beale's cut.

When Dorothy was old enough to go to school she went to Antelope Grammar School on 120th and Avenue B, near Edwards Air Force Base. She went through all eight grades and then graduated to high school. She went to Antelope Valley High School located on Division and Lancaster Boulevard. She had to live in dormitories on campus because it was too far for a girl to ride on a horse every day, so she went to school on Monday mornings and came home on Friday evenings.

While she was at school her father was raising alfalfa, cattle, chickens and pigs on his ranch on Avenue D and 90th.

When she was eighteen, she got married to a man named Everett H. Craton. They had five children but one died shortly after birth.

When World War I came, Everett and two of his older sons went to serve in the U.S. Navy. The first year of the war, Dorothy and Everett got a divorce. Dorothy then went to work in Mojave as a telephone operator.

At Edwards Air Force Base, a man named John F. Piatt was working the switchboards. John and Dorothy had to send important calls back and forth. After awhile John asked her for a date and couple of months later they got married in Las Vegas.

John had to fight overseas in World War II so Dorothy had to find some-

thing to keep her busy. She decided to drive a bus for the Eastside School District. She was very energetic and was always willing to help.

In the month of May 1968, the Lord called her home by a heart attack. The valley lost a dear and beloved friend.

MARVIN BARNES

by Kelly Titus

On the 28th of October, some students from Park View went on a field trip to the Robinson Canyon Ranch. We went to five seminars. At each seminar there was one person who has lived in the Antelope Valley for a long time and they told about where they live, what they do, and how the Antelope Valley used to be. One of the people that talked at a seminar was Mr. Marvin Barnes.

Marvin Barnes was born in the Antelope Valley. His family came here in 1888. When he attended high school in 1934, there were 749 students enrolled. He said that where he and his family lived, they had no electricity until 1930, so up until then they had used gas. There were no grocery stores either. Mr. Barnes mentioned that he started a school in the Antelope Valley in 1935. He also mentioned a community dance that was held about once or twice a month. All the families brought the entire members of their family and it was fun for all ages.

Mr. Barnes does dry farming, which means that he depends on rain for irrigating his crops.

Marvin Barnes has the set of horns off the last antelope that was seen in the Antelope Valley.

HUGH GRIFFITH

by Jan Russell

My project is on Mr. Hugh Griffith. He came to Lancaster in 1925 because there was an opportunity for him to go in business for himself. He used to live in Tehachapi and he would drive up here, delivering gas for the Standard Oil Company. He got an offer to work out here and go into business for himself in the Standard Oil Company.

When he came, it was a very small town. There were about seven or eight hundred people here. Everyone knew and trusted each other. They could leave all of their doors unlocked while they were gone and nobody would take anything. Lancaster Boulevard was called 10th Street and was a very narrow paved street.

Mr. Griffith had his gas station on Avenue I and Sierra Highway. For a while he lived in one of the little shacks behind the gas station. There was a little fruit stand by the gas station. The man who owned it turned it into a hamburger joint. Then he sold it to Mr. Griffith and he made it into a restaurant. He named it the Horn Inn because every year hunters would hunt elks and deers and he would hang the horns in his restaurant. The Horn Inn is still there today and it is still the same one Mr. Griffith built, only that it has been redecorated.

Around 1930 he went on a rabbit hunt. There were so many rabbits that you could hardly see the ground in some places. There were many different kinds of rabbit hunts. The kind he liked the best was where they would sit on their car and then somebody would be inside to turn the headlights on and they would jump off of the car and bash the rabbits and kill them. But they did that for fun. When the rabbits would get too bad, men would organize a big group and together they would catch them. They would all march around through the sagebrush and drive the rabbits ahead, then they would set a trap and kill them. Some of the rabbits they would eat, like the cottontail rabbits, but the jack rabbits were too tough and stringy.

There used to be coyotes in the Antelope Valley but every time they tried to shoot them they would run away too fast and it would be too dark to find them.

The A.V. High School was the only high school in the Antelope Valley. People used to live there in dorms like a college. There aren't any now because more people came to live here and they don't have enough room so they changed the dorms into classrooms.

There have been many changes since then, like the buildings for instance. Mr. Griffith had the only service station in town, now there are about one hundred stations. The main part of town was where Lancaster Boulevard is now and Sierra Highway. It was about one block long south and one block long north, and that was all there was to the town. Avenue I used to be called Terre Bonita Road and what is now Avenue J was Esperanza Road.

THE ANTELOPE VALLEY
THROUGH THE EYES OF WALTER AUSTIN

by Robbie Lundblad
Paul Kiyono
Meg McIlroy
Matt Rupp

Mr. Walter Austin is a very likeable, personable, gentleman-like person. His tobacco stained teeth make him look like the old timer he really is. He's lived here all 60 years of his life. He was a bus driver for many years before he acquired a restaurant on Beech Avenue here in Lancaster. He had two very memorable experiences during his bus-driving career. One of them was the same type of vision Father Serra had recorded in his diary as he was passing through the valley. Mr. Austin was driving his bus east towards Palmdale when he saw a mirage where he knew nothing but desert should be the White City of the Mojave He said it was at least seven miles square and that he saw it in great detail. Another experience he related was when he was bussing some school children home and a great downpour occurred washing out all the roads and bridges. He kept the children with him until he could walk each one home. There were nine of them and it took him seven days to complete the task.

Mr. Austin also told us that his father witnessed the only bank robbery which occurred in Lancaster during its early days. He said the robber raced in his get away-car about as far as Plant 42 is today, where he got stuck in the sand. The sheriff's posse shot at anything that moved until it finally got its victim. They carried him back into town feet first. This proves that crime didn't pay then either.

Mr. Austin said that Lancaster was laid out by a family from Willow Springs. It was originally planned to be one mile square, from Avenue I

to Avenue J and from 10th Street West to Division. They must have realized they were planning this community in a fertile valley. The soil is very rich because most of it was carried in by rivers. Yes, you read correctly - rivers! Where the Antelope Valley Hospital is now located, there used to be a riverbed. Most of this fertile soil came from the Little Rock and Leona Valley areas. There was quite a bit of farming here then, but not much alfalfa was being grown, because most of the plots of land were rather small. The land was divided into equal squares, but the Southern Pacific Railroad owned every alternate square of land, like a checkerboard.

After the railroad was completed in 1876 about half, or 15,000 head of the valley's antelopes perished because of their fear of crossing the railroad tracks. Their destruction was also aided by hunters, coyotes and winter weather.

Talking about the railroad reminded Mr. Austin of another story. He said cattle were being driven across the tracks, when a train approached which frightened the animals so much that the next time they were supposed to cross the tracks, they stampeded. They didn't want to have anything to do with that steel monster! It took the poor cowhands one week to round them up.

Meanwhile....back in Lancaster....during the grading of Del Sur Avenue, which is now Avenue J, an Indian burial ground was unearthed somewhere between 60th and 90th streets West. And speaking about roads, the ones running from north to south were originally named in alphabetical order, beginning with Antelope Avenue, which is not Sierra Highway, on to Beech, Cedar, Date, etc. The first school in Lancaster was located near the

Western Hotel on Lancaster Boulevard. Mr. Austin's father attended there after it first was established. Mr. Austin himself went to the Cedar Street School and his son in turn attended what is now Antelope Valley High School.

He told us much more than this and we could go on and on, but we must stop somewhere. However, not until we thank Mr. Austin for his cooperation, time and invaluable information.

BILL BARNES

by Patricia McTigue

The Antelope Valley is made up of many types of people. The highest percentage of them are in the aerospace industry. Yet there are those who live and work on the same homesteads on which their grandfathers lived and worked. They seem to have unique personalities. One of these is Mr. Bill Barnes who I met on a field trip to the Robinson Canyon Ranch. He could rattle on about his family and always be telling you something of the history of the Antelope Valley, yet always be interesting.

His grandfather was a homesteader and came here with almost nothing. Since then the land has been handed down and half of it has been sold. He was proud of his family and land and is a loyal farmer. He is sorry for what is happening in this valley and I'm sure would like it to be the way it was with all the antelope. He talked of his childhood and told a lot of stories. He was strange to me, but nice. I wish there were a lot more like him.

CHAPTER II
HISTORY OF ANTELOPE VALLEY



GENERAL HISTORY

by Tom MacDonald

About 200 years ago even the Indians didn't live here in our valley. Only Basque shepherders followed the trails through the valley looking for pasture land.

A legend was once told of Father Serra travelling near Laguna del Diablo or Lake Elizabeth in 1780. He was attacked by savage Indians and only one Indian runner escaped to carry the news of the attack to the commandant at San Gabriel. Lt. Pico, who was sent to rescue Father Serra became lost and in desperation called upon the devil for help. He said, "Darn it, I am very thirsty, and I keep getting lost. I would give my soul if I could only find Father Serra." Immediately, the devil with some of his demons popped up and started to work building a road to the ambushed Father Serra. When they got there the devil said, "Alright, you said you would give me your soul." Lt. Pico pulled his sword (which resembled a cross) and the devil was fooled. Since Father Serra wouldn't give the devil his soul, the devil put a curse on Elizabeth Lake (the Elizabeth Lake monster). Even as late as 1891 monsters were reported in the Elizabeth Lake area. In reality, the road which the demons were supposed to have built is the San Andreas Fault.

A fault is a weakness in the earth's crust. The San Andreas Fault is

the largest geological fault and is about 40,000,000 years old. It extends from the Pacific Ocean above San Francisco Bay through California, across Baja, California to the Gulf of Mexico.

The timid graceful animals for which this valley was named were once found in great quantities in this area. One hundred years ago Colonel Edward F. Beale and his dragons from Ft. Tejon traveled over the valley area and found many antelopes and other wild animals. The animals gathered around the water holes, particularly at Lake Hughes and Lake Elizabeth. One early pioneer said that the noise made by the animals and birds near the water holes at sundown were so loud that the people had to shout to be heard.

At one point, 9,000 antelopes were counted by a group of cowboys. Even at Muroc herds of 60 and 70 antelopes were counted near the water holes. They ran in the mountains in the summer and came down to the valley in the winter. In the late 19th century, wagon loads of antelopes were hauled into Lancaster and sold for meat. Hunters also killed them for their hides. By the end of the 19th century few were left. Bears and other animals including condors, wild eagles and wild pigeons were plentiful too.

Early farmers were bothered by rabbits eating plants and the bark of young trees. The rabbits, however, were controlled by rabbit proof fences and rabbit drives.

The year 1854 brought many men pushing across the U.S. in search of gold. It brought the beginning of Antelope Valleys history when Ft. Tejon was established to protect travelers from bandits. Colonel Beale was in charge of the fort and used it for a headquarters for administrating Indian

affairs. He developed a plan that would help the Indians be self supporting. He wanted to set aside a piece of land for the Indians where they could support themselves by farming and raising herds of animals. Colonel Beale was so impressed with this fertile valley that he acquired too much of the land in the Tejon Ranch land grant (Tejon means badger).

Another of Colonel Beale's projects was a camel caravan. He thought the camel would be the ideal animal for transportation in the desert areas. He persuaded Congress to support his plan.

In 1857 he traveled to New Orleans to get 71 camels and their Syrian camel drivers. The trip back to Ft. Tejon was very successful and Colonel Beale thought for sure the camel would take the place of the horse and mule in the western country. The animals were quartered at Ft. Tejon for several years and were used for numerous expeditions over the Mojave desert and particularly over the part known as Antelope Valley.

Aside from Colonel Beale, who looked upon the animals as pets, few handlers in this valley liked the camels. They objected to the strong odor and never understood why camels couldn't be treated like mules. In 1863, during the Civil War, the government ordered the camels to be sold. All but a few which Colonel Beale kept were sold at the auction and sent to Nevada to transport mining supplies.

HISTORY OF ANTELOPE VALLEY

by Barron Smith

Specialists think that Antelope Valley, in the Mojave Desert, was once part of a vast coastal plain. Movements in the earth's crust caused this block of land, some 40 to 50 miles, to drop about one hundred feet below the plain. The valley hangs like a sheet from the mountains. The soil is from deterioration through the ages and enriched by decayed animate objects.

The first known inhabitants were Indians. One of the first tribes was the Piute tribe, who around 1542 might have heard horses and ships when Juan Cabrillo sailed up the coast from San Diego. In 1769, Don de Portola and Father Junipero Serra traveled north to Monterey, on land the Indians living probably as far inland as the valley, met deserting sailors from the Spanish navy. In pursuit of these deserters, St. Pedro Fargas, a Spanish volunteer who had been stationed in Sonora, Mexico, joined a land expedition which left San Diego in 1772.

He was going through the Imperial Valley, Cajon Pass, along the southern end of Antelope Valley to a place between Lake Elizabeth and Lake Hughes to what is now Willow Springs Road. He then went northwest over Tejon Pass to the San Joaquin Valley. While passing through the southern tip of Antelope Valley he saw trees which he thought to be date palms, they were Joshuas.

Many other people passed through the valley in the seventeen hundreds and early eighteen hundreds such as Kit Carson, General Charles Fremont and General Edward Beale.

Distinctive names were applied to different places with the growth of population. One example is Antelope Valley named for the immense herds of antelopes.

TIME LINE

by Kathy Dollar

- 1500 - Up to this time we know there had not been any white people in the Antelope Valley.
- 1542 - A ship came up from San Diego and was the first sign of outside life the Indians had seen.
- 1750 - Father Serra crossed through our valley and was the first known person to come by besides the Indians.
- 1772 - Pedro Fargas crossed over part of the Antelope Valley and entered into Leona Valley.
- 1827 - Jedediah Smith came.
- 1844 - John C. Fremont and his party including Kit Carson came through the valley.
- 1849 - Rogers and Manly crossed through the Antelope Valley on their 300 mile walk for help for the Jayhawker party. When they returned they camped at Willow Springs.
- 1850 - Lt. Beale came to the valley and lived here with his camels.
- 1860 - First settlers came and lived by Elizabeth Lake.
- 1868 - 76 Silver bullion and borax was hauled out to be sold.
- 1869 - The first school was established near Elizabeth Lake.

- 1870 - Settlers started moving into the Antelope Valley.
- 1874 - The Gylwon Hotel was built in Lancaster.
- 1876 - Mr. Wicks bought land around Lancaster. (he started Lancaster)
- 1876 - The railroad was finished.
- 1876 - Many towns started, such as Lancaster, Palmdale and Rosamond.
- 1880 - 1910 Cattle raising was the biggest industry.
- 1884 - Mr. Wicks bought more land from the railroad. He also named
Lancaster in that year.
- 1887 - Antelope Valley Gazette was established.
- 1888 - Mr. Wicks sold most of his land.
- 1890 - Antelope Valley's first band and grammer school.
- 1895 - 97 Dry years and bad crops caused a lot of people to leave.
- 1895 - Antelope Valley Association started.
- 1898 - Gold was discovered at Rosamond by Mr. Hamilton.
- 1902 - Boat racing on wheels, many speed records were set at Rosamond
Dry Lake.
- 1904 - Gasoline engine was used to pump water for the first time by
William Burton.
- 1905 - The first jack rabbit drives started.
- 1905 - Los Angeles Aqueduct was started.
- 1912 - Lancaster's first bank was opened.
- 1912 - Antelope Valley High School opened.
- 1914 - First electric power was brought here.
- 1915 - The first Lancaster Fair was held in a hay castle with walls made
of hay and no roof.

1916 - First oiled road was made from Saugus. The road was finished in 1918.
1926 - Antelope Valley College opened.
1931 - Lancaster All Stars basketball team was famous.
1934 - Gold was discovered all through the valley.

WHO'S WHO IN ANTELOPE VALLEY HISTORY

by Linda Carlson

Have you ever wondered who was behind some of the beginnings of Antelope Valley? Some of your wonderings just might be over.

Many people were responsible for making Antelope Valley what it is today. Indians, adventure seekers and people looking for a new and better life are included with the early settlers.

To start things off, let's take a look at the Indians. These clever people found ways to use things around them for tools, food and clothing. The Indians used the poisonous buckeyes for food and they even found a way to remove the poison.

Later on a man by the name of General Edward Fitzgerald Beale passed through Antelope Valley with three other companions on the Santa Fe Trail. He was impressed by the abundance of wild animals. The grass and desert growth was lush and pools of water were plentiful.

He later settled in Antelope Valley. His contributions to the area were the most memorable and remarkable in every way. As you can probably see, he was one of the better known leaders in Antelope Valley.

Before General Beale came, a schoolhouse was built by Andrews, an

English colonist. It was built when there supposedly was an English colony in Lancaster area and it was larger than Lancaster is today. It was also thought to have been very progressed.

After awhile, settlers started to come to Antelope Valley and then small cities started to erupt out of the open land.

Palmdale was then laid out by Dr. Michael and a few others. Dr. Michael came to the valley as a Southern Pacific Railroad agent of Harold in the summer of 1892.

Would you believe Littlerock, our "Fruit-Basket" started out to be a racehorse farm? Nathan Cole and a few others started the farm.

Lancaster was supposedly named by Charles Crocker and S. S. Montague. We don't know this for sure since there are many stories related to the naming of Lancaster. S. S. Montague was Chief Engineer for Southern Pacific Railroads.

Cliff Corum changed the name of the town Rodriguez to Muroc. He decided to name it Corum after himself, but later found out there was already a city by that name. So he spelled it backwards and came up with Muroc.

Ann Frakes was one of the first settlers in Elizabeth Lake. She came overland in a covered wagon from the Eastern United States.

Moses Langly Wicks was responsible for Antelope Valley's real estate colonization. He was a southerner and with his brother, Moye Wicks, was a lawyer in Los Angeles, California.

Then came the small business owners. George Webber and his wife, Myrtle, came to the Antelope Valley because of Mrs. Webber's illness.

The two started a hotel called the Hotel Western which can still be seen on Lancaster Boulevard in Lancaster. At first the Webbers used their plot of land to put up people for the night in tents they had set up. They gradually built the hotel and soon it was the showplace of Antelope Valley. The Webbers went on to become one of the most prominent citizens of Antelope Valley.

J. A. Shearer started the first store in Antelope Valley. It was located in Lancaster and in the store he carried school textbooks, food and other necessities the townspeople needed.

J. W. Jeal started the first bank in Antelope Valley. It was located in Lancaster on the east side of the tracks. The bank was called the Bank of Lancaster and was founded in 1912.

Sylvester Drummond was the first owner of an organized daily newspaper. It was called the Lancaster Gazette and was later changed to the Antelope Valley Times. The first newspaper editor was T. S. Harris.

O. F. Goodrich founded the first telephone company in Antelope Valley in 1902. He was sent to Lancaster as a repairman to look after toll lines between Newhall and Tehachapi.

Some of the leading townspeople of Antelope Valley in the early 1900's were: F. H. Robinson, C. E. Jones, Leo Harris, R. B. Cameron, B. F. Carter, John Carter, J. W. Jeal, George Webber, R. R. Trusty, William Wurtzbarger, Curt Henderson, Mr. & Mrs. Crane, George Fuller, Frank Rutledge and his mother, T. K. Temple, Irving Dodge and F. C. Bentel.

But, take a look at the present. Who do you think are the most important people in Antelope Valley? Why, of course! The citizens of Antelope Valley today!

HOSPITALS

by Ann Holt

In 1933, the County Health Center, which was built in 1930, had a county nurse in charge and visiting county Doctors for the different clinics held weekly, bi-monthly and monthly. All diseases that were easily spread were reported immediately to the San Fernando Office and the county Doctor would be with the patient as soon as the case was made known.

The Savage Hospital on Cedar Avenue was built as a home for Mrs. Lucy Savage in 1921. An office was also built in the home for her son, Dr. Seth Savage, who had replaced Dr. James T. Arwine. It was intended that the town hospital would continue as it had for the past twelve years in Mrs. N. Everts home (on the corner of 10th and Beech). But just after Dr. Savage began the practice of medicine in Lancaster, Mrs. N. Evert, who was a practical nurse, became ill and was unable to attend to the patients.

Later Mrs. Lucy Savage opened one room of her home for her son's patients. In 1928, the building was extended and a larger private home was built. In 1930, the kitchen was enlarged and four hospital rooms and two wards were added. The equipment was that was added that year was a Diathermy machine, a Calvanic machine and a Quartz lamp. A Victor shock-proof unit of the latest model X-Ray machine was installed in 1931. Since that time, Lancaster (as one might say) had enjoyed a fully equipped up-to-date hospital.

In 1933, just west of the County Health Center on 10th Street, Dr. Hugh Bryant completed a new hospital. The local paper contributed this: "The

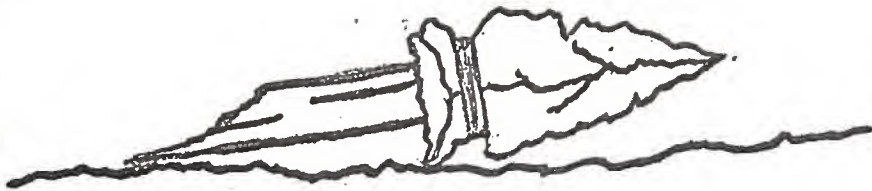
new building, which is thirty feet by seventy-five feet, consists of twelve rooms. It was constructed with special consideration of the need for adequate fresh air and uniform temperature. An air cooling system for the summer months and a unit system of heat and ventilation for the winter months including thermostatic temperature control are intended to make for desired healthful air conditions. Thick walls with insulating air spaces also aid in the effort for temperature comfort. The hospital has a capacity for six beds, each with easy access to a spacious well appointed sunporch."

Now, at the present, Lancaster has two well equipped hospitals.

In 1888, Lancaster was a town of ninety-eight residents. It supported two newspapers, the Gazette and the Times. What was there to write about? Well, the records show that in 1886 the Methodist Church was started and has been functioning ever since.

There were times when the town had no resident Doctor, but hundreds of babies were brought into the world by the help of a kindly woman who served the valley as a nurse for over fifty years.

The town managed to support several saloons, a hotel or two, a general store, a barbershop, a shoe shop, a livery stable and a Post Office.



THE INDIANS OF ANTELOPE VALLEY

by Lori Logan

The Indians of this valley's names were the Kawaiisu, Vanyume and the Serrano. These Indians all spoke the same language which was the Shoshoni.

HOMES. These Indians always built their villages or rancherias near water. The home or huts were called wickiups. They were built among the trees and shrubs.

When an Indian wanted a new home, he chose a spot near the other wickiups. He cleaned away the brush and made a big circle on the ground. The circle was made as big as he needed for the wickiups. He chose sixteen willow branches. Each branch was sawed round and round with a sharp stone. He sawed round and round until he could break off the branch. He dug sixteen post holes and put the big ends of the poles into the sixteen holes. The poles were bent together at the top and were tied together with deerskin strips. The Indians wove grass and willow branches between the poles to make the frame strong. The frame has a cover of grass and tule stems. Each bundle was tied to the frame.

There were always two holes, one at the top for the smoke to go out, and one for a door. A deerskin was put over the door to keep the evil spirits out. The door always faced towards the rising sun so the sun would keep the wickiups warm and the evil spirits rode on the wind. The wind was usually blowing from the northwest.

The Indians covered the cracks of the wickiups with mud. Sometimes

they use brea (tar). They used brea to keep the cold out. They also wanted to keep the evil spirits out.

The Indians believed in evil spirits. They believed that the evil spirits rode on the wind. They could not go up the smoke hole at the top. When the spirits saw only one hole they were afraid. They thought it was a trap.

When the wickiup became very dirty, the Indians burned it down and built a new one. When one of them died they burned his wickiup. Sometimes a strong wind blew the wickup down or a flood washed it away.

The Indians slept on tule mats. They used skins for mats. They used rabbitskins and deerskins for covers. The rabbitskins were cut in long strips. The strips were woven over fibre cord.

TEMESCAL. Each village had a temescal or sweathouse. It was built partly below the ground. It was covered with mud and very little air could get in. Sometime a small fire was kept going for days. The Medicine Man used it for sick people. The sick person was put in the temescal. Sometimes they got well and sometimes they didn't. Either way, they believed in the Medicine Man.

The Indian men often took sweat baths. After which they would run and jump into the cold water. The Indian women didn't often take a sweat bath. They saved it for when they were sick.

TRIBES. In the Antelope Valley there were five main groups of Indians. They all belonged to the Shoshonean family language.

The Kawaiisu ranged in the Tehachapi mountains and western Antelope Valley. The Kitanemuk joined the Kawaiisu on the west. They ranged in the

Frazier Mountain area, Gorman area and they also crossed to Mt. Liebre. The Alliklik were in the Lancaster, Palmdale area. The Serrano were Indians of the Little Rock Creek and Big Rock Creek area. The Vanyume branch or tribe was in the far east end of the Antelope Valley along the Mojave River.

DRESS. These Indians wore very little clothing during the warm months, when used they wore breechcloth. In the colder months, they wore rabbitskin blankets. They also wore sandals made of yucca fibre. Sometimes they put mud on their bodies to keep warm. The women put mud on their skins in the summer months to keep from sunburning.

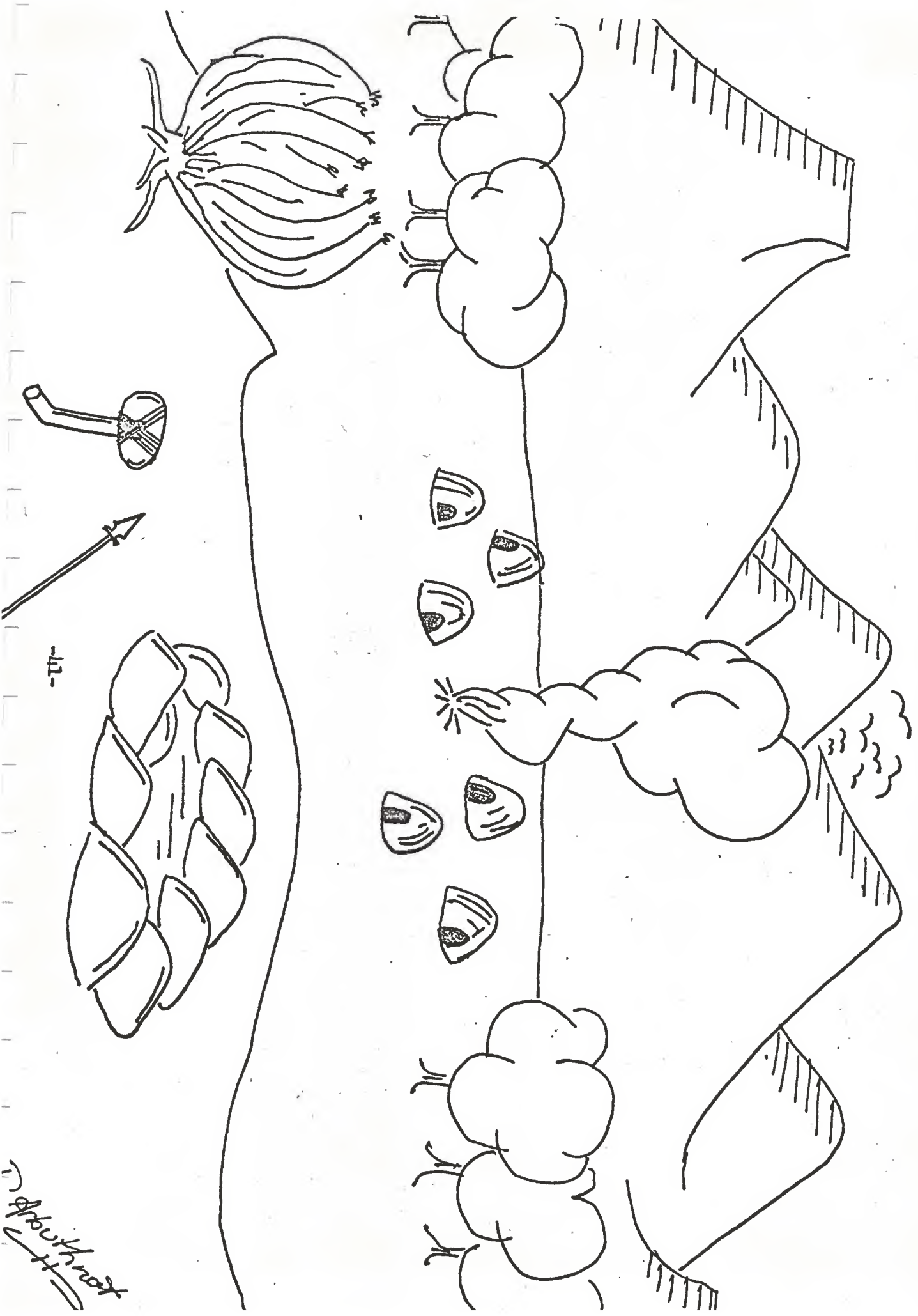
BOWS. The Indians of this valley used cedar with sinew lashings for their arrows. They were two-pieced. The fore shaft gently slipped into the hind shaft. The fore shaft of the arrow was the hardest to remake and also was important. Arrowheads were made out of materials such as obsidian and flint.

POTTERY. The Indians of Antelope Valley used very little pottery. The Vanyumes were the only tribe which used pottery. They learned how to use it from the Colorado River tribes.

TOBACCO. These Indians smoked local tobacco in short stone pipes made of soapstone. They were light smokers. The available species of Nicotina (tobacco) were powerfully strong in physical effect and quickly produced dizziness and sleep.

These Indians burned their dead as so no evil spirits could harm them.

A. L. Kroeber estimated there were 3,500 Indians in the five tribes in 1770. By 1910 only 150 Indians remained.



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THE INDIANS OF THE ANTELOPE VALLEY

by Nancy Warren

CULTURE

The Indians were known to live in the Antelope Valley as early as 1542. The Indians were savage nomads feeding on grasshoppers, worms and acorns.

Tejon was the headquarters of the Indians, who came to hunt antelope. Their religion was not like most California Indians. They believed heaven was a place where there was very little work and plenty of food. They worshiped only the coyotes and rattlesnakes.

The marriage of the Indian girl was arranged by the parents who selected the boy. When a young man was approaching manhood he was given a drug. If he survived the drug, he was accepted into the tribe as a man. The parents of a new born baby devoted all their time to the baby. It was only when the baby was older and stronger that the parents participated in the activities of the tribe.

The Indians of the Antelope Valley lived a very difficult life. Food and water were scarce. Their houses were made of shrubs such as juniper. Their weapons, cedar bows, flint arrows and spears, were all very crude.

DIGGER INDIANS

by James Ramey

The Digger Indians of the valley received their name because they ate

mainly roots, bugs, acorns, buckeyes and many other plants and small animals. These primitive men were simple people, they hunted and fished only to survive. They dressed with what little animal hides and feathers they were able to find. They lived in small reed huts which usually contained wood for a fire, small mats, a few small hand tools and charms. Their children enjoyed games, one such game was like our tic-tac-toe. These Indians were much like the animals of the area, they lived in highland during the summer and the lowland during the winter.

NO-STICK ADOBE POTS AND PANS

by Eric Lagerstrom
Lance Pompey

Here's our quick and easy instructions for making our quick and easy no-stick adobe pots and pans. First of all, you go to our acme adobe pits and for a small fee of twelve strings of glass beads, forty hunting knives, eight fine-bred Indian ponies; for this small fee you can have enough clay to make one pot and one pan.

After you have paid for all this, you take one basket carefully woven and fill with water. You take your clay and put a slab on your molding wheel. Then you take your molding wheel and spin briskly, working your slab up, shaping your pot or pan using water from the carefully woven basket to smooth rough rough surfaces. After it is properly molded, you let it dry for 12 suns and 13 moons. On the 13th sun, your pots and pans are dry. Now you are ready to mix your paints.

To make your paints you take grass, herbs, anything with color in it. Then you take the innards from a rattlesnake to give your paint a glaze. You put your pot back on the molding wheel, spin briskly and paint your favorite design.

These pots and pans are guaranteed not to stick to your favorite delicacies, such as scrambled Robin eggs, fried grasshoppers, nuts and berries, baked lizard legs and others.

Easy to clean, they are a squaw's dream to end the drudgery of washing all those messy dishes. To clean, just throw against nearest rock and presto-change-o no more dirty dishes.

INDIAN RECIPES

by Meg McIlroy

* Acorn Bread

30 husked acorns
20 husked pine nuts
2 shelled slugs
10 ground sage roots
5 gooseberries
 $\frac{1}{4}$ cup of water
1 mortar
1 pestle

Take mortar and pestle, put pine nuts and acorns in. Crush finely. Add slugs and water. Mix. Remove this mixture, put in different container. Put sage roots in now empty mortar. Crush finely. Add the contents of the other container. Mix. Spread out on large, flat, hot stone. Let dry. Make one medium loaf.

* Buckeye Ball Mush

8 leeches
8 leached Buckeye balls
5 tbsp. acorn meal
 $\frac{1}{2}$ cup of water

Ground the leeches
buckeye balls. Add the
acorn meal and the water.
Mix. Ready to eat.

* Slug Surprise

5 shelled slugs
7 finely minced grass-
hoppers
1 tbsp. acorn meal
2 handfuls gooseberries
6 ground pine needles

Mix, crush and dry for
two days. Ready to eat.
Eat dry or add water.

*** Digger Delight**

2 handfuls of acorns
12 pine nuts
2 tbsp. of crushed jerky
1 mortar
1 pestle

Husk the acorns and the pine nuts. Put the pine nuts aside. Grind the acorns with the mortar and pestle. Empty the contents into a basket. Pour hot water over the acorn meal until the water runs off clear. Add the crushed jerky and pine nuts. Grind some more and it's ready to eat.

*** Elderberry Cider**

2 pounds of Elderberries
 $\frac{1}{2}$ cup of sugar

Crush. Pour the liquid out of the presently used container, into another container. Let age.
(Age process below)

Mild.....	1 $\frac{1}{2}$ days
Medium.....	2 $\frac{1}{2}$ days
Med-strong.....	3 $\frac{1}{2}$ days
Strong.....	5 days

* If taken internally, go visit the nearest medicine man. Or be prepared to live in the Happy Hunting Grounds beyond!!!!

MINING AS IT WAS



BURTON'S TROPICO MINE

by Alan Anderson

Location: Five miles west of Rosamond

Product: Gold

Produced: \$8,000,000

On a hot day in 1895 Ezra Hamilton and his burro approached the hill. Hamilton was unsuccessful all over the valley, but this time he guessed right. His panning 'showed good colors and he staked out his claim. The ore assayed out to be \$35 per ton. Ezra took out almost \$150,000 worth of ore, enough to go into politics in nearby Los Angeles.

In 1901, Hamilton bought Willow Springs, to have a place to build homes for the miners who worked at the nearby Hamilton mine.

After World War I, the Burton brothers, Clifford and Cecil bought the Hamilton claim and from 1933 to 1942 the mine prospered at the highest level in it's history. Between 1947 and 1949 the two Burton brothers died. Clifford Burton's son and daughter took charge of the mine. The daughter married Glen Settle in 1948. The mine was finally forced to close down as a result of rising costs of operations.

BORAX MINE

Location: Boron

Product: Borax

In 1913 Dr. John Suckow, while drilling for water, accidentally struck

coemanite in the Boron area. A company was formed, they brought up a number of claims and sank over forty holes in search of the ore. Then in 1925, under the supervision of Clarence Rasor, from the depth of 380 feet, drillers brought up borate of soda. The strike was terrific. The Borax Company purchased the property and appointed Roy Osborne as general superintendent in March, 1926.

A mining crew of four went to work but could not find anything. They worked around the clock. One night the crew struck ore. It was something different, it was never seen before. It was fibrous with long needle-like crystals. The new discovery was located on flat desert only three miles from a railroad. To mine, refine and transport, it would be easy.

For a number of years the United States Borax Chemical Corporation used the underground method of mining. Although equipped with the most up-to-date equipment, they couldn't supply the demand. The new pit was begun in January, 1956. They removed over 9,000,000 tons of earth in order to reach the ore at 137 feet, making the entire excavation 1,400 feet long and 1,200 feet wide. The plant covers some eighty acres.

Borate has many uses, listed here are just a few. Adhesives, sizing, starch, anti-freeze, hydraulic fluids, automotive fuels, glass, cosmetics, nuclear energy and wild fire control and many others. It is thought provoking to wonder that thousands of years from now another civilization will dig from the dust of centuries our accomplishments with this mineral.

YELLOW ASTER

Location: On a hill overlooking Randsburg
Product: Gold
Produced: \$8,000,000

In 1895 John Singleton, C. A. Burcham and E. M. Mooers discovered a rich gold area. Like Rand it was named for the Rand mine in Johannesburg, South Africa. By the mining populace a community was organized on December 20, 1895. The Randsburg mining district gold camp started in the 1890's.

Singleton presided and a resolution was adopted giving it the name it now bears. Yellow Aster is one of the most famous of the Randsburg mines and also one of the most famous in the whole Antelope Valley. The Yellow Aster has produced something like \$8,000,000 when the mine was in operation.

CACTUS QUEEN MINE

Location: Just north of Willow Springs
Product: Silver and Gold
Produced: \$6,000,000

Another good mining property in Antelope Valley area which became a success and rose into prominence in the late 1930's was the Cactus Queen Mine, just north of Willow Springs. This mine in a short span of about six years produced about six million dollars of rich silver and gold ore, becoming the leading silver producer in California for this period of time. The Harvey Mudd interests and others developed this mine and worked it until the closing during World War II.

Clifford Burton's son, Clifford G., now owns this mine and someday with the rising price of silver, may be able to resume operations.

GOLDEN QUEEN

Location: Northern slope of Soledad Mountain
Product: Gold
Produced: \$3,500,000

George Holmes found gold float on Soledad Mountain which led to the discovery of the mine that was to become world famous, the Silver Queen, later changed to the Golden Queen. Holmes and associates became known throughout the world for the sale of the Golden Queen for the fabulous price of three and one-half million dollars to the South African Goldfields Consolidated. The names of Bruce Minard, Cy Tounstead and many others became known throughout the Mojave desert because of the Golden Queen Mine.

TROPICAL GOLD MINE

by Carla Swafford

As you look up at Rosamond Hill you can see the Tropical Gold Mine. It was founded in the 1870's by Ezra M. Hamilton. You first walk into a dark, damp cave which leads you to the main shaft.

The shaft is about 900 feet deep and is filled with 400 feet of water. When they were mining in the shaft, they had to pump air to the men. When Hamilton first started mining the shaft all he used was a chisel and hammer. Later he got a larger chisel and hammer which took two men to work. Hamilton found a vein of gold that went all the way through the mine.

As you walk out of the Glory Hole you see the Tropical Time Tunnel. It is not to be opened for 900 years. It has everything in it except an

automobile. It is sealed with 400 feet of cement. It was finally finished in 1966 and will be opened in 2866. Then you walk to where gold was once in the process of being mined.

For Hamilton's first gold bar he got \$1,035,000.00.

Down at the foot of the hill is what we call the Tropical Ghost Town. There is an old church, school house, jail and general store. These buildings were all used at one time.

Now owning the Tropical Gold Mine is Mr. Settle. Has has now opened it to the public for tours.

RANDBURG'S YELLOW ASTER MINE

by Steve Daugherty

Randsburg was a desert until Cass Burcham, Fredric Mooers and John Singleton camped there for a night. Burcham and his friends slept late and when Burcham woke up he saw something glittering on the ground. He took a sledge hammer and hit it and that's how the Yellow Aster Mine was found.

After they found it they had to file a claim. On the way they had to pass through Summit Diggings and get some water at El Paso Springs. Then to keep the other miners at Summit Diggins from jumping their claim they put bull quartz on the top of the wagon and the real gold on the bottom. So when they got there they left their wagon alone and some miners took the bait. One miner even broke one piece of bull quartz open. Now Burcham and party had the time they needed to file. They had a celebration, a real humdinger.

They found that placer mining was easy. They used a pick and shovel dry-wash. But right now they were stone broke! Now they started off to San Bernardino to get some grub from Miss Burcham. She was a doctor delivering babies and when Mr. Burcham showed her the gold, she started cooking. Then Miss Burcham remembered that she said to Burcham "Don't sign anything until you evaluate the capacity."

When he got to the mine his partners jumped him. They had an agreement they wanted him to sign. It was that one of them invest ten thousand dollars to open and develop the project, erecting a ten stamp mill with essential equipment. But it would have hurt Burcham to sign so he refused.

Miss Burcham was worried about the mine so she moved up to Randsburg and lived in a tent. But like all mining areas, tents sprang up like mushrooms after a spring rain. Later there were some building. A fire broke out, however, and burned most of the town to a crisp. The town of Randsburg was rebuilt twice and some people still live there today. It has a population between five hundred and one thousand. The Yellow Aster Mine produced twenty million dollars before it shut down in 1934.

BORAX

by R. L. Segroves

BORAX BEFORE THE 19th CENTURY. Like gold and silver, borax has been known for thousands of years. Babylonians used it to weld jewelry 1600 years ago and the Egyptians used it in preserving their dead. In China, it was used in pottery also about 1600 years ago. However, not until the

19th Century with the discovery of borax in California did the great modern borax era begin.

BORAX IN THE U.S.A. Shortly before the Civil War, borax crystals were discovered in certain mineral springs and lakes north of San Francisco. Borax was an unfamiliar, expensive export at that time, limited in use to glass blowing and gold refining. In 1864, eight years after the discovery of borax, the Borax Company of California started operations at one of the lake sites. The first years production was 12 tons. In 1870 ulexite was found in quantity on the Nevada desert. It lay in shimmering masses on the ancient arid lake beds of Colombus Marsh, Nevada. One of the first name in the new industry was F. M. "Borax" Smith, the subsequent founder of the Pacific Coast Borax Company. The distributing agency for Smith's borax was William T. Coleman Company of San Francisco. Coleman sent scouts through the desert to find borax and in 1881 filed claims on the richest fields of ulexite yet discovered. Samples of Death Valley ore had been sent Coleman by a gold prospector named Aaron Winters. Coleman bought Winter's claims for \$20,000 and built the Harmony Borax Works.

With a growing demand for borax, a way had to be found to carry the product out of Death Valley, across 165 miles of barren California desert to the nearest railroad junction at Mojave. J. W. S. Perry, Coleman's local superintendant and a young muleskinner named Ed Stiles set work on the problem. Up to then a twelve mule team had been the maximum transport but they figured that a 100 feet 20 mule team would work much better. Perry also designed the wagons and the route to be used. The wagons were built in Mojave for \$900. They had rear wheels 7 feet high and front wheels 5 feet

high, each with steel tires 8 inches wide and 1 inch thick. The hubs were 18 inches in diameter and 22 inches in length. The spokes, made of split oak, measured $5\frac{1}{2}$ inches wide at the hub. The axle-trees were made of steel bars $3\frac{1}{2}$ inches square. The wagon beds were 16 feet long, 4 feet wide, 6 feet deep. From 1883 to 1889 the twenty mule teams hauled borax out of Death Valley to the railroad. The twenty mule teams traveled about 15 to 18 miles a day.

COLEMANITE, AND THE FORMATION OF BORAX CONSOLIDATED, LIMITED. Early in the 1880's a new borate named colemanite was found by Coleman's scouts in Calico Mountains. Coleman went out of business before he could really start to make money. In 1890 Smith bought Coleman's holdings and with his own holdings started the Pacific Coast Borax Company. Smith sold borax for washing. To expand his borax business, Smith next looked abroad for a new market, and in 1896 amalgamated with a British chemical firm to form Pacific Borax and Redwood Chemical Works, Limited. In 1899, Smith and his British associates founded Borax Consolidated Limited, thereby extending their operations to other parts of the world. Smith next turned back to the colemanite deposits in the Funeral Mountains near Death Valley. Here he built another calcimining plant and two more railroad. In 1914 Smith sold all his borax stock and resigned from the company.

In 1913 while drilling for water on land he had homesteaded in Kern County, California, 30 miles east of Mojave, a Dr. John Suckow struck a low grade of colemanite. In 1925, crude borax in addition to the colemanite was discovered by the company. Production began in 1927. The community which grew up in the neighborhood of the mine took the name Boron. With the development of the mine at Boron, all other types of borate mining in

the U.S.A. came to a virtual stop.

In 1956 through a transfer of company stock, the United States assets of the British corporation which merged later that year with the United States Potash Company formed the present corporation, United States Borax, a chemical corporation. In November 1962, U. S. Borax acquired the asset and business of Colombia Wax Company of Glendale, California, a manufacturer and marketer of floor care products for industrial, commercial and institutional uses. In March 1964, U. S. Borax further expanded its marketing position in this field when it took over the facilities and the maintenance and hospital product lines of the Gerson Stewart Corporation of Cleveland, Ohio, under a government lease. An expansion of the base of the company's operation in the field of vegetation control was made in November 1963 when U. S. Borax assumed operation and management of the six herbicide formulating plants and application equipment of Reade Manufacturing Company, Incorporated.

MODERN BORAX MINING. At Boron, California, lies one of the largest and richest borate deposits in the world. It is mined by the open pit method, the most economical and advanced mining method known. The initial pit is 275 feet deep, 2,000 feet long, 1,700 feet wide and has undergone continuous expansion as the ore has been mined.

HOW ARE BORATES USED? Adhesives, sizings and starch, antifreeze and hydraulic fluids, automotive fuels, building materials and structural products, ceramic, chemical compounds, glass, leather tanning, non-ferrous metal refining, processing plating, nuclear energy, photographic chemicals, porcelain enamel, soaps, wire drawing, fertilizers, fungus control, herbicides and many more use.

Some of the people involved in the building of the railroad company were B. G. Lathrop,² Governor Leland Stanford,^{2a} C. P. Huntington,^{2b} Charles Crocker,^{2c} and Mark Hopkins.^{2d}

The construction of the railroad brought fame to and built many large cities such as Modesto, Merced, Fresno and Bakersfield.

Upon reaching the vast empty wastelands of the San Joaquin Valley through to Los Angeles, no one had much faith in the railroad or thought it was much of a good idea. Many people refused to invest their money in something as doomed to a failure and missed a chance at what proved to be a very solid money-making project. Cities and towns of any importance were Visalia, Bakersfield and Tehachapi. Tehachapi consisted of about one store and a saloon. Bakersfield was just slightly larger.

Over The Tehachapi Pass To San Fernando

Building the railroad from San Francisco through Bakersfield³ had presented some problems, but to cross the Tehachapi Mountains seemed nearly impossible. Two S.P. engineers, Colonel George Grey and William Hood, designed a layout that was one of the most difficult construction jobs in the building of the railroad in the west.

From the floor of the San Joaquin Valley to an elevation of 4925 feet, a mass of winding tracks goes back and forth up a mountain side through 18 tunnels and a loop that goes over and under itself. It climbs 2734 feet in

Footnotes: 2 B. G. Lathrop, town named after him. 2a Leland Stanford, ex-Governor of California and Stanford University named after him. 2b C. P. Huntington, Huntington Beach, Library and Museum named after him. 2c Charles Crocker, the banker. 2d Mark Hopkins, very well known in San Francisco; Hotel and other things named after him. 3 Construction started in San Francisco in April, 1968 and reached Bakersfield, November 1874.

28 miles around gradual curves on a 2.2 grade. During the severe earthquake that hit the area in July, 1952 many of the tunnels were destroyed. Some were unable to be rebuilt so they daylighted four and went over one. There are still 13 tunnels. One of these, No. 5, the longest in the Tehachapi loop, is directly over the White Wolf earthquake fault.

The construction of the Loop was completed about April, 1876 and the Tehachapi station opened on July 10, 1876. The town of Tehachapi, which was known to be "wild and wooly" during frontier days, soon became deserted as the residents picked up and moved their homes and stores 4 miles east to the site of the new station.

Construction continued quickly across the desert into Mojave and track was laid almost in a straight line across the Antelope Valley. The station in Mojave was built in 1876.

The station in Lancaster was built in 1876. Additions were made in 1883 and again in the 1920's.

Palmdale depot was built in 1876 and was the main passenger and freight depot. Before the station was built the town of Palmdale was three miles further west, but like Tehachapi, the people moved nearer the railroad. This station was torn down in 1969 on the railroad's 100th anniversary.

While this part of the railroad was being built from the north, the line from Los Angeles begun in 1873 was proceeding to the San Fernando Mountains. Here the next big engineering job was taking place.

With a crew of over 3,000, most of which were Chinese laborers, a tunnel was bored through the mountains. It was a very difficult task due to the type of soil and the amount of water in the ground.

Work started on March 27, 1875 and heading were met on July 14, 1876. The tunnel itself was 6,975 feet, or a mile and a quarter long and is the second longest railroad tunnel in the United States.

When oil burning steam engines were used it was necessary for the trainmen to wear gas masks to keep from being overcome by the carbon monoxide in the tunnel.

The laying of the track from the tunnel to meet the northern section in Mint and Soledad Canyons was completed on September 5, 1876 at Lang Station.

This was a big event for all. Los Angeles was now on the main line of the railroad and the driving of the "last spike" at Lang was cause for big celebration to the people in Los Angeles and all of Southern California.

A special train with many important people was run to witness the laying of the last section of track. A track-laying contest took place between the crews from each section, north and south. The crew from the south met their point first amid cheers from the many spectators. The golden spike was driven by Charles Crocker.

Regular train service between Los Angeles and San Francisco began on September 6, 1876. The trip north took 24 hours and 40 minutes and south took 23 hours and 30 minutes on the Express. A combination of freight and passenger train made the trip north in 34 hours and 55 minutes, while the trip south took 44 hours and 30 minutes.

Passenger service was discontinued through this area in May, 1971. Freight traffic continues and has increased some with the building of the Colton Cutoff in 1967.

THE RAILROAD IN LANCASTER BEFORE AND AFTER

by Max Tucker

The Indians in this area were named by the early trappers. They called them the digger Indians, mainly because they were vegetarians except for the rabbits, birds and perhaps a few antelope they hunted. They just had crude bows for hunting. They were not colorful like the Apache and other tribes.

Trappers entered the valley trapping some of the fur bearing animals. They were some of the first businessmen. They set up a trading post in the Lake Elizabeth area.

Men started using the valley for grazing sheep and cattle with enormous drives which brought to the valley a few farmers raising cattle. The farmers hated General Beale because of the El Tejon ranch. The ranchers and General Beale tried to run the homesteaders off. "It was like the ranchers and the homesteaders fighting it out on television" said Mr. Barnes in the interview.

During the interview with Mrs. Weber, she said the first established group of people, other than the Indians, in Lancaster were the English colonists. They set up a small colony. Written information about this group is not available to my knowledge.

Early businesses did not center around Lancaster. The farmers had to go to Tehachapi for supplies. In 1854 many men came in search of gold and the result was that the Lancaster population grew.

Then about 1860 a plan was developed to put a railroad through Lancaster and on September 6, 1862 the railroad was completed. The train stopped here because there was an artesian well. The conductor and other people who

worked for the railroad built their homes here. The train went from Los Angeles to San Francisco.

In 1887 A. V. Gazette started which was Lancaster's first newspaper. Now the railroad was completed in Lancaster, the miners did not have to provide transportation for their gold and the farmers could sell their livestock in Lancaster.

In 1888, the Gillwyn Hotel was built which is now known as the Western Hotel. It can be seen on Lancaster Boulevard. Lancaster had a place for weary travelers. The hotel burned down a few times and was rebuilt.

In 1890, Mr. Ward brought the first carload of alfalfa to plant. The people laughed at him when he planted it. They thought the only thing this land was good for was raising cattle and sheep. In the early 1890's there was a heavy rainfall and almost everything grew. At one time there was a proposition considered to establish a sugar beet factory in Lancaster, but it failed.

HISTORY OF LAW ENFORCEMENT IN ANTELOPE VALLEY REVIEWED

by Anthony Oltion
Bud Adams
Robert Stibrany

While conversing with old timers in and around the Antelope Valley, some very interesting data was compiled regarding the Sheriff's Department of Los Angeles County and the constables and deputies attached to the Palmdale-Lancaster area. Both communities were still small. However, crime still flourished.

Marcus Andrade was the first constable of Antelope Valley that Myrtie Weber and Rawleigh Duntly could remember. He wore the badge from approximately 1889 until 1891. Constable Andrade also had a large feed store in Lancaster which he managed in his spare time.

Then a man named Mace Maze, who was a saloon keeper, was then voted constable of Antelope Valley. He served the county from 1891 to 1894, when a Ledger Gazette printer took over. He was Eli Kammer.

Kammer was constable from 1894 till about 1898 and while sheriff (constable), he had the pleasure of arresting his predecessor for cattle rustling. Mace Maze served four years in jail after being found guilty.

Harry B. Butterworth, a cattleman, was the next lawman of Antelope Valley and served from 1898 to 1902 when he was beaten in election by Oliver Mitchell. Mitchell served a four year term and made the Old Western Hotel his headquarters. Oliver Mitchell lost out to a Gar Carter who served a double term, which was eight years, from 1906 to 1914.

Ed Glidden also won an election and served just long enough to get shot to death by a bandit who had stolen a car, repainted it, and was attempting

his getaway. This constable died at Sierra Highway and Lancaster Boulevard in 1922. A posse of citizens from Palmdale and Lancaster was immediately formed and Constable Glidden's murderer was located near Ave. N and Sierra Highway and was shot to death by posseman Bill Shuffleton who lived in Pearblossom.

From 1922 to 1933, there were four more constables of the Antelope Valley township. They were Constables Hunter (first name not known), Ed Cummings, John W. Allen, and Thomas A Dearth.

Constable Ed Cummings was an early resident of Antelope Valley and operated a livery stable during the construction of the aqueduct. He later moved to Imperial Valley where he was under sheriff of Imperial County.

Constable Cummings was appointed Constable of Antelope Township in about 1925, and with his four deputies, was the entire police agency of Antelope Valley.

Constable Tom Dearth knew Ed well and said he was a fine Peace Officer. Finally, Ed Cummings retired because of ill health. Then Sheriff E. W. (Gene) Biscailus transferred Mr. John Allen to the Antelope Valley from Gardena, to be constable. Ex-Constable Allen then became Judge of the Justice Court.

Constable Tom Dearth was appointed by Sheriff Biscailus, June 1, 1936, after serving the Malibu township as constable for two years. This was the first date the sheriff's sub-station was established in Lancaster, and three years after the Sheriff's Department donned uniforms.

The first Sheriff's Station was in a building on Sierra Highway near Philbrick's Pool Hall and Bar. Before that, the constable was housed in the small office at the rear of Westcott & Plumbers Drug Store.

The personnel of the first sub-station was as follows: Captain J. W.

Handby was the station's first Captain and a veteran southland Peace Officer, who served under three sheriffs and was, at one time, captain of the Sheriff's Farm Theft detail; Sergeant John W. Allen; Deputies B. C. Kee, John Taylor, Ray R. Reeves, Pop Hailey, Ben F. Summers, Kenny Wahl, Chuck Keiley, Fred Maxwell, and our good friend Constable Tom Dearth. The Constable held office in a small building on the site of the present courthouse which burned down in 1937.

It might also be interesting to know that in this year, 1937, the police force started using two-way radios.

Tom Dearth and Deputy B. C. Kee were the last two remaining officers from the original group. Deputy Kee was working at the Malibu Sheriff's Detention Camp, and Constable Tom Dearth was the division commander of the Marshall's Office.

Some of the old timers recall that the salary for a constable back then was \$30 per month, with a bonus for each arrest, not to exceed \$100 per month. Constables were guaranteed a dollar a day. During the winter season, the constables participated in what was called "The Hobo Harvest". This term was applied because, during this season, several hobos were arrested each month, and were transported to Los Angeles.

Judge Dinsmore served as Justice of the Peace for several years for the citizens of Lancaster, Palmdale, and the surrounded district. Some of the old timers tell of Judge Dinsmore adjourning his court to the local saloon where drinks were purchased for the house by contempt violators.

John F. McNeal was the first lawyer to hold office in a local court in the Antelope Valley. McNeal served as judge until his defeat by a local boy, namely, William D. Keller who was elected for four, four-year terms.

During the interview with Mrs. Myrtie Weber of the Western Hotel, she stated that the known jail in the area was a two cell affair, approximately 8' x 10', made of 2 by 4 boards, and nailed together one on top of each other.

Jail breaks were frequent. Mrs. Weber recalls serving hot meals to prisoners being held in the jail house.

Captain Boyd commanded the Lancaster station from the late thirties until World War II when he was called to active duty with the U. S. Navy. Captain Fred England replaced Captain Boyd until his return from service.

Following Captain Boyd's retirement in 1957, Captain D. H. Mahhan, who headed the Sheriff's Vice detail, was soon appointed captain of the Sheriff's Station for a short time.

Then came Captain Harold P. Stockbridge in 1958.

Retired Captain Boyd and Sergeant Ed Carrol recalled that approximately the year 1944, there were only two patrol cars. One was a Buick and the other a Hudson.

The pay the deputies got in the late thirties and the early forties was \$150 to \$165 a month.

Carrol and Boyd also recalled that there were numerous cattle and hay thefts that plagued the valley during the late thirties and early forties, and that one of the most frequent victims was a guy named Maude Musick who resided on a ranch near the Lovejoy Buttes on the east side of the valley.

A survey conducted by Captain Harold P. Stockbridge to compare the arrest ratio and crime rate figures of this day and age with those of yesterday, indicating that crime has increased 100%.

CANNON BALL EXPRESS

by Claude Jacobs

This is about train (wagon) robberies. People got tired of digging for gold or silver because the trains always got robbed. After a constant time of robberies there was the cannon ball express.

The cannon ball express was to reduce riding the express way that carried silver, lead and gold shipments. To reduce them they made silver, gold and lead into balls about the size of cannon balls. These big balls weighed about 250 pounds and were about the size of human heads. They made them so heavy that the people that robbed the express could not carry it out of the wagon.

There was about \$17,000,000 worth of silver, gold and lead. Most of it came from the mining camp of Sara Gordo Hill.

DID YA HEAR THE ONE ABOUT TIBURCIO VASQUEZ?

by Richie Fetters

In the 1850's through 1900 during the forming of the Antelope Valley, highwaymen were pretty common. But perhaps one of the most noted, and I venture to say, the best loved was a man named Tiburcio Vasquez.

Tiburcio Vasquez, or Tiburcio, as we shall refer to him in this story, was born in Monterey County, California, of Mexican parents. Now you could sort of tell right off that Tiburcio was an independent kind of dude, because at the age of fifteen he operated a dance hall-saloon. After a while he got

in a big fight with some Americans who came to the place quite often. Well, as it goes, he was forced to leave the country.

But instead of leaving the country, Tiburcio merely moved to a different county. During the move of course, he just had to borrow some of his neighbor's cattle. (not really borrow, just sort of swipe it) But the long arm of the law again caught up to Tiburcio. After a small fight, Tiburcio went back to Monterey County (of course he didn't lose the fight) to obtain his mother's blessing.

After this Tiburcio went out to lead an outlaws life. To prove Tiburcio didn't waste time his first recorded exploit took place before he even got out of Monterey County. He robbed some peddlers of their goods and money. Well, he robbed a few stages here and there, but soon found out that he was at the lead of a gang of ruthless Mexican banditos.

Well, you know there is an old saying in the world of crime, "The only thing worse than committing a crime is gettin' caught fer it!" You guessed it, good old Tiburcio got caught in Los Angeles for horse-stealing of all things. He was convicted and sentenced to San Quentin for I don't know how long. Tiring of the place he escaped only to be recaptured again where he served his sentence until 1863.

After his little detention, he got out and almost instantly joined up with a couple of men of the same reputation, named Procopion and Soto. His exploits with them included a stage coach robbery at Willow Springs Junction where he relieved sixteen men and women of their money and jewelry. Sooner or later someone had to die, so was the case of Soto. He was killed in a small gun battle with the sheriff's men.

After this sad predicament, Tiburcio formed his famous gang at Elizabeth Lake. Here, he and his gang robbed several stages. Robbed and looted and all that bad stuff. Then one day as luck would have it, Tiburcio was caught near, or I should say on the Liebre Ranch, which by the way just happens to be right next to the Robinson Homestead.

Well, Tiburcio was convicted and hung on March 19, 1875. Ya know, it sort of hurts me to say "hung on March 19, 1875," so why don't I just say he died at a public meeting when the platform bottom gave way.

DICK FELLOWS THE BUMBLING BANDIT

by Darrell Parker
Joe Quilit
Rick Mewborne

One December morning in the year 1875, came a man by the name of Dick Fellows who had just been released from prison for robbing a stagecoach.

He was about to return to his profession of the bumbling bandit of Tehachapi Pass. Dick Fellows could not ride a horse.

After renting a horse he attempted to rob the Wells Fargo stage which was carrying about \$240,000 in gold bars. Fellows was thrown from his horse. He then hiked back to the town of Caliente and rented another horse and succeeded in holding up the other stage returning. It did not do him much good for when he got off his horse to pick up the strong box his horse ran off. But Dick Fellows was a determined man, so he picked up the strong box and began to carry it up Tehachapi Pass. On the way up Fellows fell off a small embankment and broke his leg. Hobbling now, he reached a ranch and stole himself another steed. Unfortunately this horse happened to be wearing

a temporary muleshoe. The very odd tracks which were being left behind were quite easily followed and poor Fellows was quickly captured and returned to prison.

Two times after that, Fellows was caught for his inability to ride a horse. That's where he got his name the Bumbling Bandit of Tehachapi Pass.

LANCASTER

by Mike Washington

In 1884, an unincorporated community named Lancaster was founded. It is located 69 miles north of Los Angeles and 380 miles south of San Francisco.

In 1950 there were 3,594 persons living in Lancaster, 550 kids in elementary school and 1,030 occupied buildings. In 1960 29,019 persons lived in Lancaster, an increase of 25,425 people; 3,744 kids were in grade schools, 150 more kids than there were people in 1950. In 1970 there were 42,500 people in Lancaster, 4,509 kids in elementary schools and 12,750 occupied buildings.

The average temperature in January ranges from 31 to 56 degrees Fahrenheit. The average rainfall in January is .91 inches. In July the temperature ranges from 65 degrees to over 100 degrees. The average rainfall in July is .03 inches.

EDUCATION

LANCASTER SCHOOL DISTRICT

by Pat Bittner

The Lancaster School District is made up of 83 square miles. It is located in the north central part of Los Angeles County. The school district was formed from a part of the Elizabeth Lake district on August 3, 1885. The following dates mark important events in the boundaries of the district:

December 24, 1894, merged with Prairie District, which was formed in 1891; January 7, 1908, the district lost ground due to formation of Roosevelt District; more ground was lost November 18, 1912, due to the formation of Rogers District; January 7, 1918, lost territory due to the formation of Tierra Bonita District; the school district gained ground June 22, 1925, when it merged with Waterdale District; December 12, 1944, the school district lost territory to Belleview District, (which is now the Westside School District).

The current boundaries of the district are; Westside School District on the west, Eastside District on the east, Southern Kern Unified District to the north, and Palmdale and Westside Districts share the southern boundaries.

The following is about the Lancaster Grammar School, as taken from part of an interview with Mr. Redman, a prominent car salesman.

As a child, Mr. Redman attended Lancaster Grammar School, which was located on Lancaster Boulevard, across from the Western Hotel (it is no longer there). For punishment, the students usually got hit by a stick, until the school got a new principal, by the name of Mrs. Abriel. Mrs. Abriel had a new kind of punishment, she would take a rubber hose, six

feet long and as round as her finger, and hit the boys on the calf of the leg. In those days, boys wore knicker pants, so she made them roll down their socks before she hit them.

There were plenty of jobs for high school kids in those days. Some of the kinds of jobs there were, was bailing hay and other farm jobs like that.

PEOPLE & PLACES

WILLOW SPRINGS

by Franz Nestlerode

Willow Springs is the most historic of the three water holes in the Antelope Valley. It was a camping ground for the migratory Indians, and was a source of water during travel. The area was named after the desert willows, and the springs. The valley was sparsely vegetated. There were wild horses, thousands of jackrabbits, and antelopes which are no longer in existence. In 1885 the predominant Indians were the Shoshone, Kitanamuk tribes. When the reservation system developed the Indians were not allowed near the spring. Ezra Hamilton permitted Indians to re-enter Willow Springs until 1914.

The Horse Thief Trail was established when Indians were stealing horses from a Mexican settlement now called Los Angeles and taking them to the Owens or San Joaquin Valley. The Indians would be chased by a band of Mexicans. They would hide in the tall grass, the Mexicans could not see them and rode away. The Horse Thief trail was the earliest route

through Willow Springs and was a joining point for all desert trails, and was used during mining. The first white people to rest at the spring were most likely deserters from the Spanish Cavalry. In May 1776 Father Francesco Garces stopped for water on his merry way to the San Joaquin Valley. In 1826 Jedediah Smith travelled this same route. Willow Springs was a stage and freight station in 1864. Remains can still be seen west of Rosamond on 60th street.

Willow Springs was both publicly and privately owned. When bought by General Edward Fitzgerald Beale, he established a camel station at Fort Tejon where he set up an Indian Reservation. He closed the spring to Indians, sending them to San Sebastian. Beale bought the land from the government for about five cents an acre. He bought all the land east of Rancho La Liebra which became his estate when it was transferred to him by Abraham Lincoln in 1862. Beale's battle with the Southern Pacific Railroad forced it to by-pass Willow Springs.

Ezra Hamilton founded the gold seekers in 1853 and, brought settlers to Willow Springs. He came with fifteen dollars, and started a pottery and stone business which supplied tile for the cities water pipes. While looking for new stronger clay he discovered gold. He bought a horse and wagon and set out for the Spring.

LEGEND OF SHEA'S CASTLE

by Debbie Keily

Shea's Castle was built 41 years ago by John Shea, a pioneer immigrant from Scotland. He built it for his wife, who was frail and sickly.

The medievel styled castle has four thick walls, with lookout towers and parapets, steel gates, eight bedrooms, seven fireplaces, a wine cellar, a huge massive living room, a steam heated four-car garage, and a huge 2,500 square-foot stable. The entire mansion consisted of stone. John Shea used stone from California for most of his mansion, but for his living room fireplace he imported stone from Scotland. In all, it cost him \$300,000.

However, Shea's castle wasn't a happy home for it's builder. Shortly after building the castle, Shea's wife died. Grief-stricken by his wife's death, Shea killed himself. Exactly where or how, nobody knows. Some legendary facts, (if there are any such things) say that John Shea killed himself by shooting himself, others insist that he drowned himself.

The next owner, Tommy Lee, a millionaire, took over the castle. Tommy made many improvements in the castle, including a 5,000 ft. landing strip, a two-mile long midget car race track, and a seven foot high fence. Tommy Lee's enjoyment of the castle was not long, either, and he ended his life by jumping out of a hotel window on Wilshire Boulevard.

Lately, the castle is in a state of legal disorders, and for a brief time it was open to the public. The castle is deserted now, except one lone caretaker, who silently keeps watch over it.

The future of this mysterious castle is uncertain.

SHEA'S CASTLE

by Karen Kayser

John Shea was a real estate broker in Beverly Hills. In 1922 he bought 320 acres on the west side of Antelope Valley, near Lake Hughes. He and

his wife, Ellen, had a dream of building a castle, like one near Dublin, Ireland that John had seen in a photograph. While, at this time, it seemed like a distant dream, through wise business and property investments their dream was to be realized much sooner than either expected.

By 1924 John Shea had acquired enough wealth to build his dream castle. Unable, because of his wife's ill health, to travel to Ireland, he sent to Dublin for blue prints.

He purchased all available land around his original 320 acres, making a total of 1760 acres.

In 1924 construction began. 100 men were hired, including expert masons. Straight through summer and winter they worked, hauling rock from the surrounding area, chipping, splitting and grinding it to fit perfectly into each symmetrical position.

While some workmen built the castle, others constructed the barn, which is similar in design, the dam and the concave bridge, which spanned the lake in the forefront, and the large reservoir which held water from the various springs on the land.

When completed in 1926, it stood like a ghost from the Medieval Ages. Its floor dimensions and specifications were fantastic. They consisted of a huge living room, seven baths, eight fireplaces and eight bedrooms. The finest of material had been used. Hand hewn timber beams support the ceiling. The six foot fireplace in the front room was built of special rock shipped in from Ireland.

To the left of the living room is a large alcove, which is the music room. This once housed a large pipe organ, with its pipes measuring over twelve feet.

Between the castle and garage, is a beautiful landscaped patio and fishpond, shaded by pomegranate trees, with a miniature replica of the castle in the middle of the pond.

During construction John and Ellen Shea ordered furniture from Europe. Total cost is believed to have been half a million dollars.

Back of the castle, a quarter of a mile, is an Indian burial ground where many artifacts have been found. Close by is a pile of huge rocks bearing Indian hieroglyphics which have been interpreted by Indian experts as depicting the story of the summit meeting between John Fremont and the South Western Conference of Indian Chiefs on this spot.

In the latter part of 1928 John began to suffer financial setbacks, and like so many others in 1929 John Shea lost everything, including his dream home. A few months later Ellen, who had been in ill health for many years, passed away. Unable to bear his grief John Shea committed suicide by jumping off Santa Monica pier.

The castle furnishings were auctioned off by the mortgage company.

In the following years the castle was sold and leased many times for a number of different uses. Some of the various owners have opened it to the public but sadly, those days too, are over.

Though vandals and nature, including earthquakes have taken their toll, the present owners wish to restore it to its original grandeur and use it again for a private home.

SHEA'S CASTLE

by Barbara Massari

Shea's Castle is now closed to the public. It is guarded by an eight-mile-long high fence. It is a 1,760 acre spread that once belonged to the unusual John Shea. The castle was built in 1922-24.

In addition to the castle, it consists of a living room, seven baths, eight fireplaces, and eight bedrooms.

John and Ellen Shea moved into the castle shortly after it was finished. There were a number of springs on the property as well as a small lake. Some say that Shea hoped to turn the ranch into a game refuge.

In 1929, with the stock market crash, John Shea lost the castle, moved back to Los Angeles, and here a few months later, Ellen died. Antelope Valley historian writes that Shea had his former wife cremated, put her ashes in a bag, tied the bag around his neck and committed suicide by jumping off a pier into the ocean at Santa Monica.

MR. M. L. WICK

by Denina Brown

In 1882, Mr. M. L. Wick started a scotch colony of about a hundred fifty people in Antelope Valley. In 1883, the first artesian well in the valley was sunk near the Southern Pacific track for locomotive use. At that time gas engine pumping had not been developed to its present successful condition and dependence had to be placed upon artesian wells. In 1884 Mr. M. L. Wick purchased sixty sections from the railroad company

at two and one-half dollars an acre, laying out a townsite in streets and lots. Until this year there were no houses on present site of Lancaster except the southern pump houses and a store. This was a large half lumber, half tent affair in which the few travelers who stopped off, were able to obtain a bed at hotel rates. The availability of water, and the fact that this point, where the country road crossed the southern pacific track, was so central for the valley made Mr. Wick foresee the prospect of a town spring up here. Being a native of Lancaster, Pa. Mr. Wick, for his former home and many of the streets, he also named for those in Lancaster, Pa.

IT'S HAPPENING AGAIN

by Debora Sayles

I'm an immigrant in New York. The year is 1908. Living conditions are not too good, the house in which we live could fall apart any minute.

One day a man came to our house, he told us about a place called the Antelope Valley. He said the air was clean, living conditions were good, water was plentiful, farmlands were profitable, and I could move into the booming town of Lancaster. I had a plot of land just east of the railroad tracks. At first he wanted an outrageous price of \$5 an acre, but I brought him back to his senses and ended up paying \$2 an acre. The family was very excited and we started packing right away.

When we arrived at a small town, the shabbist, smallest, town I'd ever seen, I asked for directions to Lancaster and proudly announced that I had land there. The next thing that I heard shocked me.

The man behind the counter said, "So you're the newcomer."

I exploded, "You mean this low, down, ratty, stinking, _____,
_____, town is Lancaster?"

The man behind the counter answered very calmly, "You bet." I couldn't believe my ears.

"You mean to tell me..."

"Uh-huh."

I thought to myself, antelope everywhere and a dirty spring for drinking water. Is this a place to live or a pig pen? Well, we couldn't move back, we didn't have the money. We tried dry farming and did considerably well.

I later found out that my story was very typical, some were told oil had been found, others came in search of gold. One family came because he was sold a piece of property that had fruit trees on it. (Which turned out to be Joshua trees that of course didn't bare fruit.) All in all most everyone did fairly well.

It's happening all over again, ads in the newspaper claim jobs are ready and waiting. Many, many people have already moved here to help with the building of the International Airport and work hasn't even been started.

A DAY IN THE LIFE OF OLD HENRY WATT

by Carol Batchen

One Saturday in the late 1800's Henry Watt (Old Henry) came out of his adobe homestead at Willow Springs. He was up early so he could feed the chickens, milk the cows, and untie the hogs. Then he got his gun, saddled his horse and rode off to town.

When he got there he rode to the railroad station to see if anything

was happening, then to the edge of town where a large V shaped fence was standing. Other men were coming on their horses, so Henry got his club and took his post. It was a rabbit run where they killed the rabbits that were eating their crops.

A dust cloud soon rose on the desert and the smell of blood came as thousands of rabbits were clubbed down. Henry took some of the younger rabbits and tied them to his horse, because they were good to eat. The older ones he helped bury, and after all the good-bys he rode to the town store, sat on a pickle barrel and listened to all the daily gossip. He heard good news and bad news. The bad news was that the Cooper's hogs got into the Lee's vegetable garden. Their daughter, Sarah, shot every pig, and when meeting on the cross roads the two families had a gun fight. So both families were tried for murder and put in jail for one year.

Henry, on hearing this news, rode home to tie up his hogs and then went in his homestead to get ready for the dance, one of which takes place each Saturday.

When he got there a gobbler was already playing the fiddle and several cowboys were dancing together. No women were there except one big Spanish cook who made the food and cleaned up the tobacco which was spit on the floor. After Henry had danced with all the cowboys he went home to bed so he could get up early to start the next days chores.

A DAY IN THE LIFE OF YOUNG HENRY WATTS

One Saturday in 1970 Harry (Henry) Watts came out of his large stucco house to go to Mitchis house to watch color television for a while, then

they got Bruce and went out to the desert to work on their fort. There they decided whether to go to the movies or bowling. Bowling it was, so, after Harry asked his Mom he rode over to get his friend and then, on their bikes, rode over to the bowling alley.

After three games they went home and swam in Harry's pool, cooling off and rough-housing around.

Harry's friend had to eat so he rode over to Jack-in-the-Box where he had a hamburger, shake and French fries for lunch.

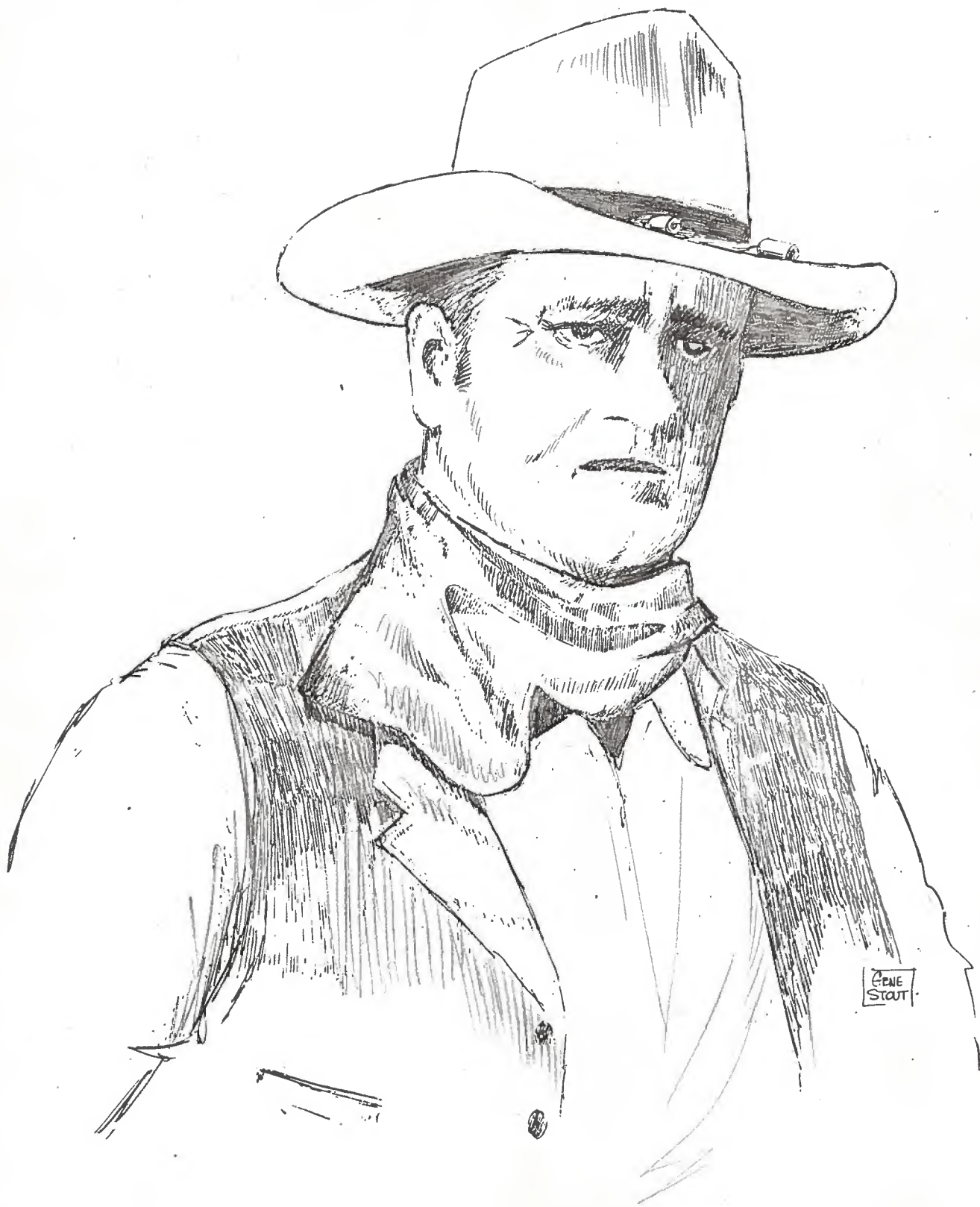
After lunch Harry rode his bicycle around, sat in his fort and watched a horror movie. After the movie, Harry went outside in the dark and played with his friends until dinner time.

When dinner was over he played hide-and-go-seek outside again until they had to go in, then he watched TV until late at night. At ten o'clock the news was on. Harry learned that a person had been killed. The killer was sentenced to life imprisonment in jail. He also learned the weather and human interest points, then he went to bed.

Comparison

Henry had to get up early and do chores. He rode horses and carried a gun at all times. Rabbit runs were done out of necessity and things to do were gossip and a dance every Saturday. Sentence of murder was one year in jail.

Harry watches color TV at a friend's house and rides his bike around. Events were being able to go to the movies and bowling which are one of many things to do. Sentence for murder can be life sentence in prison.



JOHN WAYNE

by Diana Stout

Marion Morrison moved from Winterset to Earlham, Iowa when he was three years old. The only reason the Morrisons moved to Lancaster, California was because of Mr. Morrison's health. When the Morrisons moved to Lancaster and built their ranch they were the first people to have a air-lift pump.

Living in the desert, the Morrisons had to give up some things. One of the things they had to give up was their Airdale Schnickelfritz, so as soon as they moved here they got a Collie.

Marion used to have to ride a horse to school because he lived about two or three miles from school. The horse kept getting skinnier and skinnier so they called Marion "skinny". All the do-gooders in town thought that he was starving the poor horse. They called the Humane Society and some inspectors came and checked the horse and Marion's name was cleared, but the horse had to be destroyed.

Marion's family was poor. One thing was his father used to have to put two rabbits side by side and kill them both with one bullet so that he would save ammunition.

Some people in the town thought the school was bad because it was "way out in the sticks" and it only had a few classrooms. But quote Marion, it gave him a basic education.

LIEUTENANT
EDWARD FITZGERALD
BEALE



SHIPS OF THE DESERT IN CALIFORNIA

by Donald McConnell

In 1855 on June 3, the U.S.S. Supply left New York, carrying Henry C. Wayne and David Dixon Porter. Their mission was to sail to the Middle East and "believe it or not", purchase camels for the United States.

Jefferson Davis, Secretary of War, had decided to ship camels to the United States for military use in the Southwest. It took a long time to get money appropriated for this purpose.

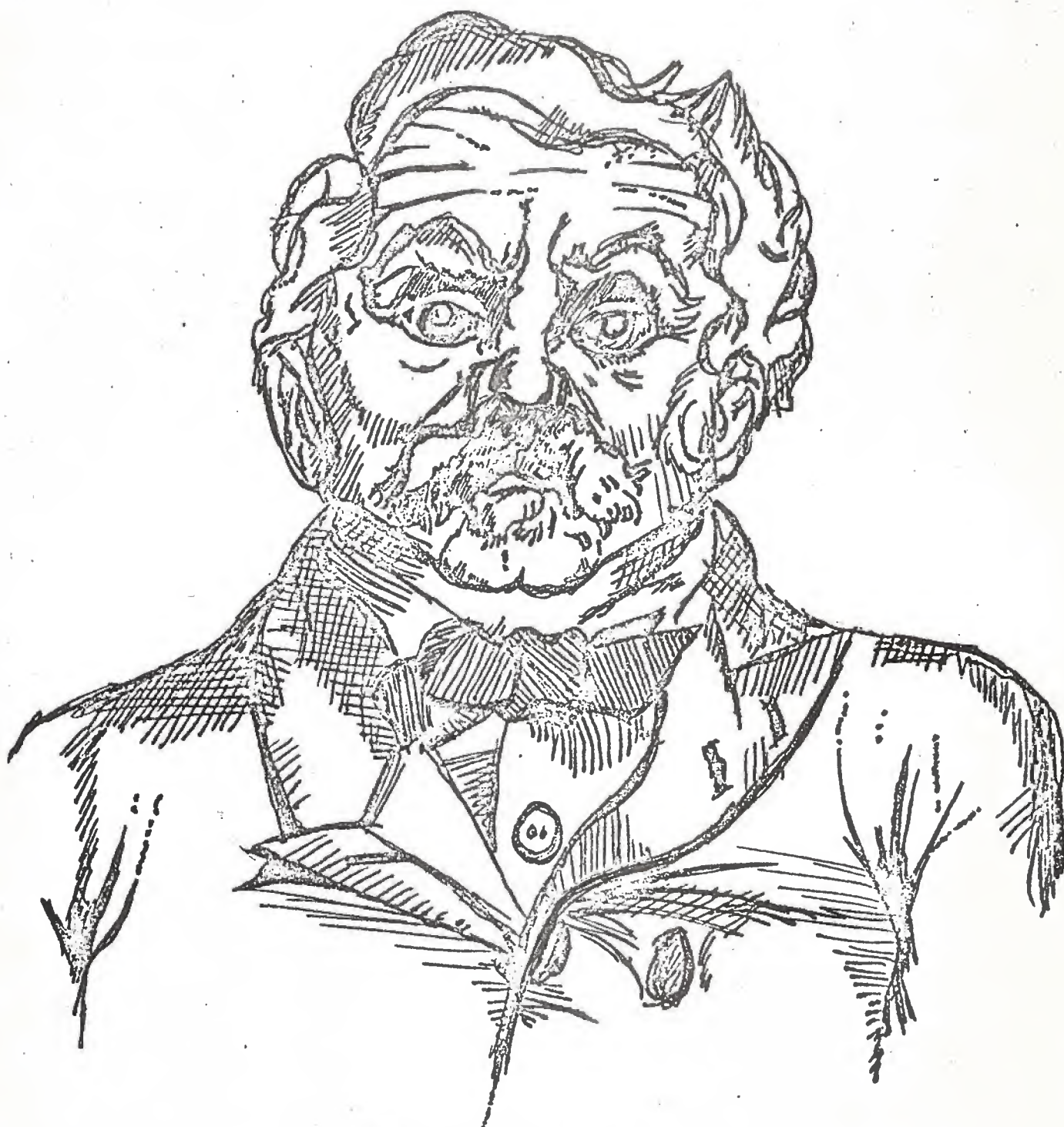
Once in the Middle East, dromedaries (a one humped swift means of transportation), Arabian camels (a one humped pack animal), and Bactrian camels (two humped pack animals), were purchased. The U.S.S. Supply now full of camels, returned to the United States.

The ship landed in Texas and then sailed back to the Middle East and returned with another load of camels. The camels were then moved to Camp Verde, Texas.

Then the time came for the camel's test. The test would be a survey mission from Fort Defiance, New Mexico to the Colorado River under the command of a former Naval Lieutenant Edward Fitzgerald Beale.

Beale was very excited when he learned of the camel expedition he was to head. He soon arrived at Camp Verde. Beale, Joe Bell, and Hampton Porter accompanied by the camels and their attendants from Turkey, Greece and Armenia, headed for Beale's camp. When they arrived the camels greatly surprised the horses and mules, but soon they calmed down.

On June 25th they set off for Fort Defiance. Because of their long lazy stay at Camp Verde the camels started out slowly, but they were soon



EDWARD FITZGERALD BEALE

up to their usual fast pace.

The camels did very well on the journey. When no water was at hand the camels did not mind. They marched over sharp rock that made the camel's feet hurt. They ate thorny brush and liked it. They climbed better than the mules. They crossed rivers without loss where many mules drowned. And the camels traveled faster than the mules even though they carried a heavier load.

The party crossed the Colorado and headed for Fort Tejon, California. Once at Fort Tejon, Beale thought it a good idea to surprize the little town of Los Angeles. He set out on camel with Hi Jolly, one of the most colorful camel drivers. On the way they stopped while Hi Jolly got on his colorful native costume with tiny bells. They rode into Los Angeles stirring up horses and gathering crowds of people.

During a heavy snow storm in the foothills of the Sierra Nevadas a wagon got caught in the snow and six strong mules failed to pull it out, but several camels pulled it right out.

After staying in the wilderness for nearly a year, Beale and a small party headed back to Washington. He arrived in Washington in April 1858 and was then sent on another survey mission.

Beale again returned to Fort Tejon from which he made several more survey trips. In 1861 Beale was appointed Surveyor General of California and Nevada.

The camels were used on construction trips and for transporting goods all over the valley until in 1861 Fort Tejon was closed down and the camels were moved to Los Angeles where they sat and did nothing.

Because of the Civil War the camels were forgotten and left dormant.

Because of this the camels were taken to San Francisco and put up for auction.

Beale himself bought several camels. Also many other Antelope Valley ranchers bought camels. Beale used his camels for transportation. He was the only man who could go from his ranch (the Tejon Ranch) across the valley and to San Bernardino in one day. (Because a camel can keep up a fast pace over a long period of time, and can travel at 25 miles per hour for nearly all day.) Most of the farmers could not control the camels; many turned them loose and they became a nuisance. Many of the camels were shot by farmers. Camels were reported living near, in, and around the valley until 1907. Beale kept his camels for many years. They all finally died.

There are still many stories and legends of camels in this valley and perhaps - - - somewhere in some forgotten canyon there still lives one of these ships of the desert.

EDWARD FITZGERALD BEALE

by Annette Baker

My name is Edward Fitzgerald Beale. I was born in Washington, D.C. on February 4, 1822.

In August of 1853 three companions and I passed along the Old Spanish trail. We didn't see a soul in the valley. When we entered the valley at Big Rock, we were near starvation, but were able to hurry on to San Bernadino, our destination. We finished the trip from West Port, Missouri, to Los Angeles in one hundred days. Traveling to Fort Tejon, west of the foothills,

I was impressed. We could shoot three wild geese or ducks with one shot at Elizabeth Lake.

The grass and desert growth was abundant and pools of water could be seen everywhere in the valley.

When I reached Fort Tejon I was a Lieutenant. The Fort was to be my headquarters for administering Indian Affairs. I won the approval of my superiors for the plan of an attempt to make Indians self-sustaining. As Superintendent of Indian Affairs of California, I was ready to begin building my dream into reality.

My plan was to have a portion of land as a military post and to provide support for the Indians as far as the Indians would work. In the winter they would live in the valley and in the summer would like up in the mountains.

The activity at Fort Tejon area attracted many tourists and many praises were made throughout the world about the Antelope Valley.

I fell in love with the great amount of territory over which I had authority. I later acquired title to much land embraced in the Tejon Rancho land grant, the Los Llamas y Agua Caliente and the Castaic grant.

Later I was made a Brigadier General by President Pierce. In 1876 I was named Minister to Austria by President Grant. It was I who led the famed camel caravan from New Orleans to Fort Tejon.

I thought for transportation in the desert that the ideal animal would be the camel. I persuaded the government to help me.

In 1856 I went to New Orleans to get the seventy-one camels and their Syrian driver, "Hi Jolly".

On the way back to Fort Tejon, we went to Fort Defiance. On the way there, the camels showed to be so good I sent a report to the Secretary of War.

In August, we left to head for the Colorado River. I knew this was going to be a hard trip. It became even harder when our guide mislead our party and we found ourselves with no water or grass. After more than thirty-six hours, we found water east of Needles, California.

After the party and I crossed the Colorado River, I kept going on to Fort Tejon with the camels. Upon reaching my destination, I had traveled twelve hundred miles in four months.

I thought it would be interesting to go to Los Angeles on the camels with Hi Jolly. When we got there everyone wanted to ride on the camels.

I was then ordered to test the trail for winter months and Hi Jolly went with me.

In 1861 I was appointed surveyor of California and Nevada and soon returned to Fort Tejon.

The camels were then transferred to Camp Fitzgerald. Unfortunately, Camp Fitzgerald was the last home of the favorite large camel, Sied. Sied had gotten loose and it was rutting season. He began attacking other males. Tuili, another favorite camel, turned on Sied and the fight became so intense, no one dared interfere. Sied then fell to the ground and was killed by Tuili.

I loved the camels and thought of them as pets, but few handlers even liked them. They hated the strong smell and didn't understand why camels couldn't be treated as mules. On December 30, 1863, the government ordered the camels to be sold. So, all but a few, which I kept for myself, were sold

to Wilson's Circus and others were sent to Nevada to transport mining supplied.

Topsy is the last known camel to cross the deserts of California and Nevada. She died at Griffith Park.

I died in Washington, D. C. on April 22, 1893. My enthusiasm for this area no doubt caused it to progress faster than it would have otherwise.

HOME OF GENERAL EDWARD BEALE

by Katie Matthews

Off in a side canyon near Quail Lake, to the south in the gentle hills shaded by great oaks and sycamores, is the 1855 adobe home of General Edward Beale, camel corps fame. Beale at one time was General Superintendant of Indian Affairs, stationed at Fort Tejon (the old fort site exists on the Ridge Route to the north of Gorman).

The single story adobe is used today as a residence for cattlemen in the area, a sometime bunkhouse for cowboys. There are a couple of wooden additions.

It is in surprisingly good condition, considering its age. The plot where the adobe is situated is well watered. Nearby is a small lagoon. The trees are enormous here and produce a great canopy of shade.

Considered by historians to be the oldest structure in the Antelope Valley, the Beale adobe is on private property and permission from the landowners must be obtained before the site can be visited.

The old Beale adobe on Rancho La Liebre near the old Ridge Route was built around 1855.

HOW JOHN D. COVINGTON CAME TO THE ANTELOPE VALLEY

by Ruthie Eileen Clink

John D. Covington was one of the first settlers in the Antelope Valley. His mother's name was Ann Elizabeth Lemon. When she was very young her father was offered a job by the Surveyor General to do some survey work in Oregon. Also at that time the Mormons were planning to go west. Since the Lemon family was going west and Mr. Lemon knew the territory, the Mormons asked him to lead a band of wagons west.

John Covington's mother married William Berril Covington in the year 1849. Their first child was named Elizabeth. In 1867 his father wanted to take another wife. When he told mother she decided to leave him because she did not believe in polygamy. She did not tell him but she had made her plans with assistance from a man named Bennit who freighted supplies from Utah to California. When his father was away on a business trip, his mother took all of the children, and all the things she could gather. Then hidden in a covered wagon they went to Nevada where his sister Elizabeth and her husband lived. Shortly after John Covington was born his father came to try to persuade her to come back with him and that he did not believe in polygamy any more. She refused him and his father picked him up and put his blessing on John.

When John C. was about two years old his mother divorced his father and married Elias Dearborn. John said that one of his experiences he remembers most is when his father sent him a Valentine and his step-father would not let him answer it.

They started for Los Angeles early one summer in a covered wagon.

Accompanying them was Mr. Hilton. Mr. Hilton had two oxen and several horses. They went down through Red Rock Canyon until they came to Oak Creek. They stayed at Oak Creek for a while and then went on down through Willow Springs and probably Elizabeth Lake, then through Bouquet Canyon to Los Angeles. Then he came to the Antelope Valley with a band of cattle.

THE OLD RIDGE ROUTE

by James Day

The old Ridge Route was completed in 1915. In those days the Sandberg's Hotel was one of the most popular eating places between Los Angeles and San Francisco. The great and the near-great stopped off at the famous resort and warmed themselves in front of the roaring fire. For a while after the new Ridge Route opened in 1933, Sandberg's did a lively business, but soon the old road was forgotten and so was the resort.

In the years since 1933 Sandberg's has been a tavern, a rehabilitation center, and just now, the present owners hope to make it into a camp for underprivileged youngsters.

A short distance north of Sandberg's is an excellent but narrow paved road that leads up to the U. S. Weather Station atop Bald Mountain.

Established in March of 1932, the station is situated at an altitude of 4,523 feet, has recorded temperatures as low as three degrees (January, 1937) and as high as 102 degrees (August, 1934). The tiny station is open to the public daily until 2:15 P.M.

The byway route now rejoins Highway 138, passes Quail Lake, where the old Bailey Ranch Hotel once drew Ridge Route travelers, and, still following

the San Andreas Fault, merges with the new Ridge Route - U.S. 99 - just south of Gorman.

HISTORY OF CARS IN THE ANTELOPE VALLEY

by Kevin Johnson

One of the Antelope Valley's first cars was Ezra Hamilton's 1903 St. Louis.

Ezra Hamilton was the man that was first to strike gold in the Antelope Valley. It was in the area where the Tropico gold mine is today. He used it for transportation to and from the gold mine. Since he had to travel through the sand, he made special tires made out of hoses put on the rims horizontally.

Clarence Gerblich who was probably the first motorcycle owner, spoke of once having to race a train to a railroad station carrying a \$2,500 gold bricks to Rosamond because the man had just made it and wouldn't have had time to take it by buggy.

The most popular car in the Antelope Valley was the Model-T Ford. One of the best cars made in its time and one of the first mass produced cars. There were other cars Henry Ford made besides the Model-A and Model-T. There was also the numerous model numbers such as R, B, C, F, K, S and N. All direct ancestors of the Model-T.

The reason Henry Ford made these other cars was because he was trying to find a car that would be popular but inexpensive. He found this in the Model-T. A few months in 1908 Ford continued to produce the models N, R,

and S, as well as the new Model-T. But after a few months he sold all the models in stock and said that he planned to sell only the Model-T unchanged year after year. Somehow, whether it was Ford's undeniable streak of genius or obstinancy that formulated this policy in just such a fortunate time, I do not know. But the success of his policy went much further than what he had expected.

When the T was first introduced it was not greatly different from other cars, but in the time of its demise in 1928 it had changed greatly. First of all, the chassis were much narrowed in relation to the track and it had the use of transverse springs back and front. This gave it much better suspension than most cars and sort of a spidery look.

Because of these various features, this car was widely used in the Antelope Valley. Durability and its ability to withstand the rough country roads were its greatest features.

CHAPTER III

FOLKLORE

FOLKLORE

PETER LEBEC

by Ruth Andrews
Susan Smith



Under a scarred old oak tree near Fort Tejon, off in what was a corner of the old parade ground, lies the skeleton of Pierre Lebecque, now more usually known as Peter Lebec, a French voyageur. He was killed in 1837 near the oak tree by an X bear (X means unknown). His companions had rescued and buried the mangled body. In the wood of the tree, whose bark they had stripped off for a space some three and a half feet high and one and a half feet wide, they cut the letters IHS, with a small Greek cross below, and his name thus:

PETER

LEBEC

KILLED

BY A

"X" BEAR

OCT. 17

1837

In those days many a trapper and hunter ranging over the far west in the service of Hudson's Bay Company was killed or died, and was buried, if

possible, under some sign. But the remarkable thing about Lebec is that his monument, or at least the inscription on it, disappeared, to reappear strangely to a party of picnickers, who were camping in the little valley on the old parade ground. The site had been settled in 1852 by General Beale as the proper place for a fort, the one convenient approach from the southern coast. But, at the time of this picnic, 1890, it was already a deserted and ruined spot, where even the soldier cemetery was neglected. The graves were unmarked except for a solitary, broken and uprooted slab of stone with the name of First Lieutenant Thomas F. Castor, who had died at Fort Tejon at the age of thirty five.

A Bishop mentioned the tree and its inscription, adding that the bark was beginning to grow over it on all sides. The tree had long completed the job by the time of the picnic party. One of the men noticed what seemed to be a letter. He got an ax and cut away a piece of the newer bark. Under it the wood had rotted and left a cavity. A woman member of the party shoved her hand into the hole and felt letters in relief on the back of the remaining bark. Great excitement followed and the whole piece of bark was soon cut away. The inscription was somewhat harmed but you could see it clearly. Peter Lebec and his fate were brought again into the Human Story.

There are a few facts they were sure of. The bear was a grizzly. Even when the Bishop visited the Canon of the Grapes there were still a lot of grizzlies. Another was that Peter was French not only because of his name, but the two sevens in the epitah had the French cross.

Next year the same group of picnickers, returned to the tree and dug on the side of the inscription and found his skeleton. The skeleton was

over six feet tall, and was without both feet, both hands, and his right forearm.

About eight miles farther north is the village that bears the name Lebec, after the French voyageur.

JOHN SEARLES - GRIZZLY BEAR HUNTER

by Sharon Burkholder

John Searles was one of the most experienced Grizzly bear hunters the state has seen. It has been years since Mr. Searles has hunted the Grizzly bear, for he has been too busily engaged in his borax mine. Besides hunting bears, Mr. Searles has had success in prospecting and did hunt deer.

Mr. Searles was the hero of a great bear fight. He was riding his horse when he heard a noise in the chaparral thicket. When he looked a bear came out. He shot three of his cartridges but none of them were any good. The bear came at him, so he took the barrel of his rifle and forced it into the bear's jaws. The bear threw it aside and put his foot on Mr. Searles' breast and bit his lower jaw. The next time the bear bit him in the throat severing the wind pipe. Then he grabbed the flesh of the shoulder leaving the bone bare, and cutting the blood vessel. The bear's foot slipped and it gave Searles a chance to roll over. Searles' coat was in a hump on his back, so the last bite the bear took was of Searles' coat. The bear then left, leaving what he thought was a dead man. Searles, almost dead, crawled to his horse and mounted it. It took three days for Searles to ride to Los Angeles Hospital. There, they sewed and pieced him together.

As early as 1862, John and Dennis Searles prospected in the slate range

of mountains with success. Later he and the camp looked down on a marsh that glared in the hot summer sun like a pool of molten silver. The marsh was supposed to be a vast bed of salt and carbonate of soda; the carbonate of soda was used in working the ore in the mine. An engineer complained that it had borax in it. So Searles took it to San Francisco. They were real excited about it, so they made an agreement for him to mine the borax. His claims of 160 acres were pre-empted in April 1874. One Arthur Robottom, an Englishman, went to the marsh and stuck his fingers in the mud. He arranged to buy 1280 acres there, and a small establishment managed by Mr. T. Dodge of San Francisco was started. Something like 100 tons of borax was made, but the enterprises died from natural causes and now the establishment of which the San Bernadino Borax Mining Co. is owner and John W. Searles Superintendant, is found on the marsh.

THE MONSTER OF ELIZABETH LAKE

by Tom Dillon



Between 1883 and 1891 the monster of Elizabeth Lake was making news from Los Angeles to Tombstone, Arizona. Witnesses variously described it as an alligator; dragon or python type. It was said to be daily consuming cattle, bears and antelope.

One night a Mexican settler named Don Chico Lopez saw the creature consume

ten mares and their foals. He, like many other settlers, sold out cheap and left the valley. The Sells Brothers Circus offered twenty thousand dollars for the capture of the creature alive.

One Sunday in the Huachuca Mountain region in Arizona two ranchers saw a winged creature land on the desert. The creature was exhausted. The ranchers then killed it easily with a few Winchester rifle bullets.

It measured 92 feet long with a 168 foot wing span. It was said to have sharp teeth with a jawbone measuring 8 feet. It also had smooth skin. And so was the end of the monster of Elizabeth Lake.

I have found several similarities between the monster of Elizabeth Lake and a creature called the Pterandon. The Pterandon was a type of flying reptile that lived several thousand years ago. Many types lived, but there are a few types that fit the description of the monster that lived in North America.

Some of the similarities are the monster of the lake was supposed to have sharp teeth and smooth skin. The Pterandon also had sharp teeth and smooth skin.

So, according to my small amount of research, I conclude that the monster of Elizabeth Lake could have existed.

MEL THE MONSTER IN ELIZABETH LAKE

by Rosanne Chiachi
Laura Marshall

While Reverend Junipero Serra was exploring the California valleys he was attacked by Indians at La Laguna del Diablo. One of his Indian

runners escaped to tell the news to Lt. Pico at San Gabriel, who sent soldiers to rescue them.

Lt. Pico got lost and after hours of trying to find his way called on the devil for help. Demons, carrying tools, built a road straight to Father Serra. Lt. Pico had made a mistake in calling on the devil and an argument ended with the campsite turning into a lake of fire.

The next morning the lake of fire was a clear blue lake. This lake was called Lake Elizabeth.

In the years between 1883 and 1891, the Monster in Elizabeth Lake, or Mel, as we will call him, made the papers in Los Angeles, California, and as far as Tombstone, Arizona.

One theory is that Mel was hatched from a dinosaur egg that was heated up when the lake had turned to fire. Another is that he was put there by the devil. Mel daily ate cattle, horses, pigs, and antelope. (Maybe that is why there are no antelope left.)

There were many different descriptions of Mel. Some said he had soft skin and others said he had hard scaly skin. He was alligator or python shaped. Most people agreed he was about 92 feet in length and his wingspread was 168 feet. His teeth were 9 inches each and his jaws were ten feet long.

The Sells Brothers Circus offered \$20,000 for Mel alive. One day a farmer saw Mel flying away from Lake Elizabeth. That was the last time he was seen around that area.

Two ranchers near Tombstone, Arizona, saw Mel land in the desert, very weak and tired, and shot him with their Winchester rifles.

There were no clear pictures taken of Mel, and there ends the legend of Mel, The Monster Of Elizabeth Lake.

MONSTER AT ELIZABETH LAKE

by Tony Moise

In 1891, an article appeared in a Tombstone Newspaper. It must have looked something like this:

THE ARIZONA EXAMINER

November 2, 1891

MONSTER AT ELIZABETH LAKE, CALIFORNIA TERRORIZES SETTLERS ! ! ! ! !

TOMBSTONE - - The winged monster at Elizabeth Lake, Calif. was variously described as alligator shaped, python or dragon type, with huge wings, daily consuming cattle, bears and antelopes.

Last week, Don Chico Lopez saw the monster swallow ten mares and their foals! Yesterday he sold the land cheap. He is going to move away from Elizabeth Lake.

Yesterday the Sells Brothers Circus offered \$20,000 for the creature alive.

Last Sunday in the Huachuca Mountains, here in Arizona two ranchers saw a winged monster land in the desert. It was exhausted. The men killed it with a few Winchester rifle bullets. The animal measured 92 feet in length and with a 168 foot wingspread! It had smooth skin and sharp teeth. It had an eight foot jaw bone.

Everyone in the area is scared!

MONSTER AT ELIZABETH LAKE

by Mike Trammel

People have different opinions of what the monster looks like. Some

say he's long like an alligator with a head like a crocodile and wings. One night this farmer saw the monster eat some cattle. Don Chico Lopez saw the monster eat lots of various animals, finally he sold the lake cheap. Here is a picture of the monster the way it's described.



Between 1883 and 1891 the monster made news in Los Angeles, California and Tombstone, Arizona newspapers. The monster ate cattle, bears, and antelope. When Chico, the owner of the lake, sold out, the Sells Brothers Circus offered \$20,000 for the creature alive. They say the monster was shot one Sunday by two ranchers who saw it in the Huachuca Mountains in Arizona. They said how it was described and how they shot it with a few Winchester rifle bullets. The monster made a radio program, and the ranch lands were sold and resold because of strange noises and odors. Then one new owner, cool-headedly unmasked the dynamite planting land agent. Peace reigned.

SEGMENT FROM DON LOPEZ'S DIARY

by Todd Andrepont

Sitting on the pasture fence, watching my new foals snoozing on the long green summer grass while the mares chomped away . . . I was sipping

at my jug when out of the lake came the monster. It smashed my fence into toothpicks and sawdust. It was big and long with smooth shark-like skin and big teeth. Me, I hid behind a tree and watched IT eat all of the mares and their foals.

Twenty of my best horses. Then IT slithered back into the lake. I heard that a circus offered 20,000 dollars for IT alive. As far as I'm concerned I'm not going to try, in fact, I'm leaving

THE RED GHOST

by Melanie Scott

Well, the other day I ran into an old farmer and he told me an interesting story that happened a long time ago. I thought you might like to hear about it.

Well, if I remember correctly, the Red Ghost started circulating around in the spring of 1898. Yes'm I do believe that's the year 'cause little Bessie Sue was nine years ole. Yep, Bessie Sue was a mighty purty little young 'un. Well, gettin' back to the Red Ghost, he or I reckon "it" left its first mark on a farmers wife barely a hun'erd miles from the Arizona State line. Well, that shorely shook up the folks down thata ways, but us folks up here didn't hardly pay no attention for the most part.

In the next coupla months that ole ghost really got to circulatin' around the valley an' toward Arizona. Very few people lived to tell what the critter looked like, but those who did sayed he was 'bout 10 feet tall an' twice wider than the biggest bear you ever seen with long gleamin' red hair and teeth as long as your finger.

Well, I knowed Jesse an' Jane Ronches the year the critter was killed. Jesse's the one that killed the ole varmit. How it goes was Janie was out in the garden pickin' vegetables for their vittles that night when she heared something snorting an' when she looked up there was the Red Ghost, staring at her with death in his eyes. When Jesse heared Janie scream he tore outa that house with his gun faster than a wink. It tooked him six bullets to kill that ole critter.

When Jesse got around to look at the critter it weren't no ghost at all it was jest one of Beale's camels gone loco.

YARNS AND TALES TOLD BY OLD TIMERS LONG AGO

by Debbie Hill

The first story that I will tell you is to make us realize that real estate promotions had not been confined to just the last few years.

As I remember the story: One day shortly after the railroad had been built, some of the local cowboys were lounging about the station when a parlor car (containing a family), a flat car (with a good sized boat on it), and a box car with a team of horses and a buggy was switched off on the siding at the station.

A well dressed gentleman in eastern dress got out of the railroad car and came over to the men at the station and asked how far it was to the Big Rock River to the East. One of the men evidently answered the question by saying, "Perhaps it would be a good idea if the gentleman would drive over there and see for himself". As the cowboy had ridden across (what was Big Rock Creek) the river that morning and there was no water there.

The surprised Easterner did just that and of course found out that he had been swindled by some eastern seller. They sold him a large parcel of land and told him that there was a river large enough for him to float a sail boat. As the story went, the cars stayed on the siding for a few days and then were gone.

Another story that I read was about the Chicago Worlds Fair in 1896. Pictures were shown of a man on a horse with the wheat or grain higher than the horses head. (The horse and man were in a depression or swale when the picture was taken.) So it was, or caused, a fake picture but it evidently sold a lot of property to the gullible and the unsuspecting buyers. As Barnum said, "There is a sucker born every minute."

Another good story I read was about how Palmdale Lake was made way back when. It seems that way back in the times when the Missions were being formed that a Priest was kidnapped by the Indians and taken to their village, some were in and about Lake Hughes. The Mission Fathers dispatched a Capt. Sebastian with a small group of soldiers off to find and bring back his kidnapped Priest. He traveled for many days and at last camped at the site of what is now Palmdale Lake as there was evidently some water there. The Capt. became so exasperated in not being able to find any kind of a trace of the Priest, that it is said that he cried out "I would give my soul if I could find the trail leading to the finding of that Priest." At that point the Devil appeared and asked him if he meant what he said and the Capt. said he did. So he was immediately transported to a village where the Priest was quietly teaching the Indians and seemed quite happy.

On the return trip they again stopped at the same watering site and the Devil appeared and wanted to claim the Captain's soul, but by that

time the Capt. had changed his mind. He made the sign of the cross with his sword and the Devil, to escape, dove into the ground. This caused a large depression in the ground. The water rushed in and formed a small lake, which was later on, scraped out and made into a big lake.

How do you like that for a yarn?????

THE LEGEND OF UINIMULYO-PATSE

by Nancy Bigelow

Umas-kwitsit-patse lived at Aha-kwa'i (at the "Old Gus" ranch below Milltown) with his people. At that time the river was near Aha-kwa'i. He and his people crossed the river to the western side to Amat-kusayi. Then they went up on the mesa, and from there into the mountain of LOave-kukyave. Then they went to the large mountains, Aui-ku-havasus ("Blue Mountains" as they appear from Mohave country.) the Providence mountain.

They had found that land and kept it for themselves. They had lived there a year and now Umas-kwitsit-patse said to his people "I want to go back to my relatives." Then he and his people returned by the way they had come. When he returned, all the Mohave (his relatives) said "I think he has come to make war." They were all afraid of him and his people. Then he and his people went back to the mountains. Umas-kwitsit-patse dreamed that the Mohave wanted him back. He was soon ready to make war, so he and his people started for Aha-kwa'i. He did not take the straight way but went past Hatalompe down to Aha-kwatpave the long way. Everywhere they went everybody ran from them. Now they were where they had formerly lived. They lived happily for a year and four days then they started for war with

Umas-kwitsit-patse's relatives.

They fought with some tribes along the way, but Umas-kwitsit-patse decided they should go back to the Providence mountains. When they arrived home Umas-ellyi Oe (who had been shot in the thigh) died from his wound.

TOWN NAMES

by Tammy Baywood

We the people of the Antelope Valley should be proud of our valley. Because of this pride found in us, we want to know more about it's history and such things.

My job, is to tell you about how the names of the towns in Antelope Valley originated.

I sincerely hope that after reading my part in the writing of the book, that you'll have a better understanding of the names of our Antelope Valley.

The town Lancaster, was named after Lancaster, Pennsylvania.

The reason for this is that the founder of our town, came from Lancaster, Pennsylvania.

M. L. Wicks, a real estate man, bought acres of land and planned a townsite on them.

He situated the main streets after those in his hometown in Pennsylvania. Thus wishing to honor his hometown further, he named the town Lancaster.

Palmdale was founded by German Lutherans in 1886. They then decided to call it Palmdale because of the Joshua trees in it. The Germans called these trees "Palms".

The local residents in Acton, named the town after a village in Concord,

Massachusetts.

Mojave was named after it's river. The Yumat Indians named this river, and after many mispronunciations of the name, they finally decided to call it Mojave.

An official of the Southern Pacific Railroad named the Town Rosamond after his daughter.

Barstow was named after the president of the California and Arizona Railroad Company. His name was William Barstow Strong.

Boron was named by the miners who mined the chemical borax there.

DESERT NAMES

by Angie Elder
Liz Parrish

AMARGO - The word is synonymous with Amargosa meaning "bitter" in Spanish. The name was applied when the Pacific Coast Borax Company moved their operations to the vicinity from Death Valley. In about 1938 the station was renamed Boron, that being one of the elements in the ore produced by the Borax Company.

BOUQUET CANYON - A corruption of the Spanish word "buque" that meaning "ship", which was first applied to Rancho del Buque, secured in the early part of the 19th Century by Francisco Chari, a French sailor who had settled there. Later, the U. S. Government surveyors rendered the name by a phonetic transmutation, from the Spanish word "buque" into bouquet and applied it to the canyon.

ELIZABETH LAKE - We do not know the origin of the name Elizabeth Lake.

The first school district here was organized in 1874.

HUGHES LAKE - The first school district that was organized here was known as west Elizabeth Lake.

PALMDALE - Discovered by a colony of German Lutherans in 1886-88, and originally located about two miles east of the present site. Considerably after its founding the community moved to its present site because of the railroad. The name presumably comes from the profusion of the Josua trees to be found hereabouts.

MOJAVE DESERT - A arid geographical area covering the portions of Kern, Inyo, Los Angeles and San Bernardino counties, in California. Also, Clark County, Nevada and Mojave County, Arizona. It is bounded roughly on the west by Elicabeth Lake, Fairmont, and Tehachapi, on the north by Shoshone and Little Lake, California, and Goodsprings, Nevada, on the east by the 114th meridian; and on the south by Little Rock, Twentynine Palms, Parker, Rice and Hesperia. The name stems from the Mojave River.

RED ROCK CANYON - This was so named because the canyon and its tributaries contain eroded and sculptured walls, pillars and bastions of vividly colored red sandstone.

ROSAMOND - Was established about 1888. It was named for the daughter of an official worker of the Southern Pacific Railroad whose surname escapes the memory of some of the oldest of the oldtimers.

VASQUEZ ROCKS - A hide-out of the notorious bandit, Tiburico Vasquez, of uncertain origin and equally uncertain of antecedents, who operated in California in the seventies. He was hanged in Jan Jose in 1875.

ANTELOPE VALLEY - The name comes from the once large number of antelope in the valley. Reported by Captain John Charles Fremont. It was first

reported during his expedition of 1844. Recording in his journal on April 15, many antelopes were seen among the hills.

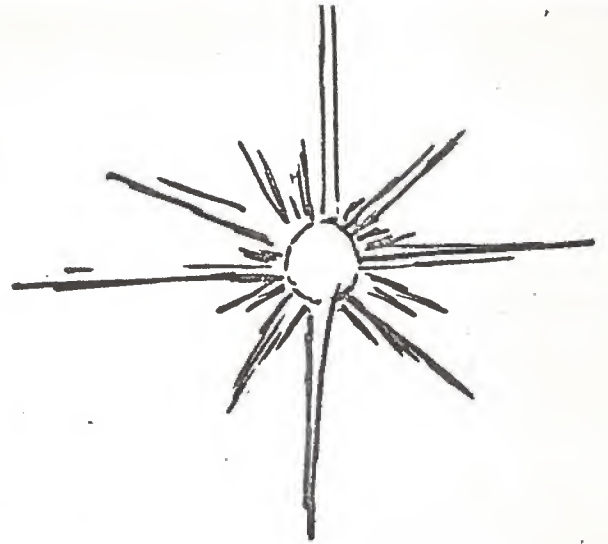
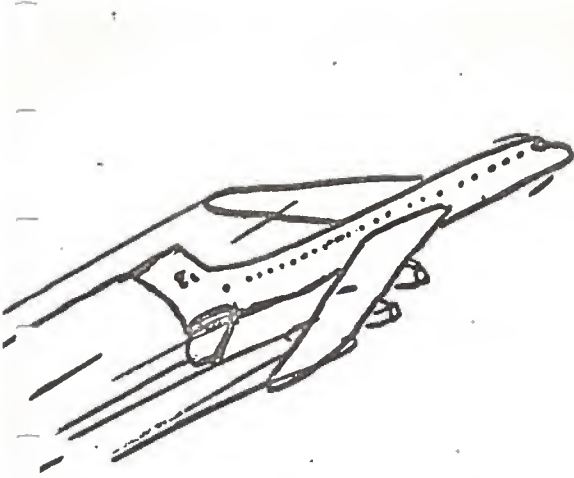
CALICO - A productive silver camp was discovered in 1882 following the discovery of the rich silver ore here by Lowery silver. The name Calico comes from the adjacent volcanic Calico mountains which give the appearance of clouded soft pastel shaded calico.

LANCASTER - Lancaster was named by the Southern Pacific Railroad presumably for the town of Lancaster, Pennsylvania. The settlement was started in 1876 with the start of the railroad. It was not recorded until 1884. M. L. Wicks, a native of Averbeen, Mississippi is credited for being the discoverer of the modern community.

MOJAVE RIVER - The Mojave River rises on the east side of the San Bernadino Mountains in San Bernadino County. It flows north and east to empty into the Mojave River basin in the same county. This name is a Hispanicized phonetic rendering of the name of the Indian tribe of the Yuman lineage which the Franciscan missionary-explorer, Father Francisco Garces, in 1775 first called Jamajab, but which is more accurately rendered in English as Hamakhave. The name was applied to the river under the erroneous impression that it drained in the Colorado, in Mojave Territory. The desert, mountains, and town were named for the river. The theories that once advanced that Mojave or Hamahowa was a name used to designate the three mountains range surrounding the Mojave Desert has been entirely discredited. The Mojave of today does not know the meaning of the ritual name; Arizona still insists on spelling Mojave with an (H) although the U. S. Geographic board had ruled in favor of the spelling given here.

TEHACHAPI - The name of the pass, community, and mountains is Shoshonean

Indian Origin being rendered variously as Tehachapi and Tahichipiu. That meaning is unrevealed, but the legend has interpreted it both as the crows nest and the land of plenty of acorns and good water. The first settlement known both as Tehachapi and Greenwich (for P. D. Green the Postmaster) and now known as the old town and old Tehachapi was located about three miles west of the present community. The present community was discovered by the Southern Pacific Railroad in 1876 and by 1883, practically the entire populace of the old Tehachapi had moved to the new community.



THE PRESENT TO THE FUTURE

CHAPTER IV
PAST, PRESENT AND FUTURE



"PROGRESS?"

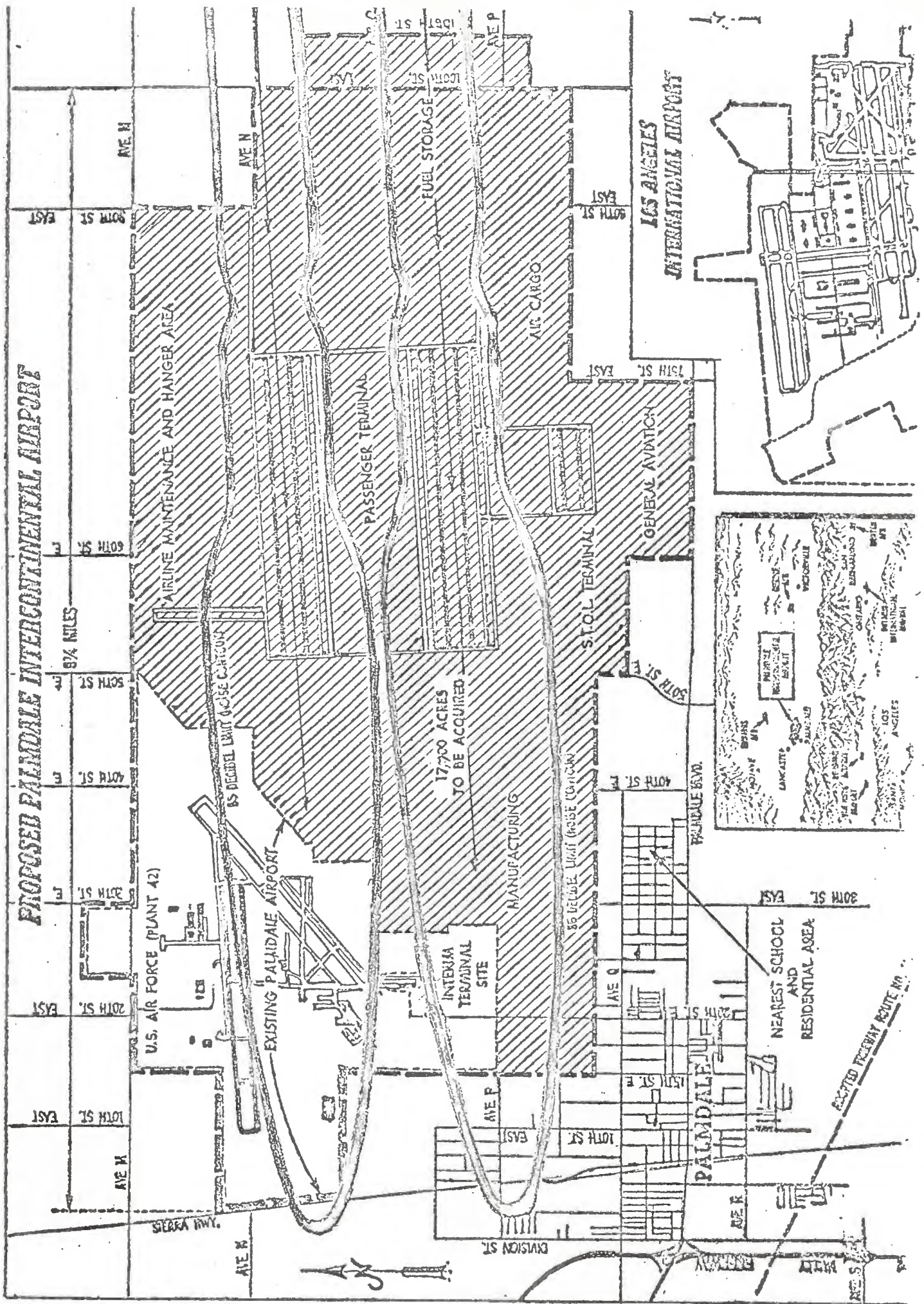
by Charles Badland

It must have been horrible living here in the valley during the "olden days". In the 1800's, thousands of antelope were eating crops, jackrabbits were running all over the place, no planes, no cars - not even a television set. Now the Antelope Valley is really advanced; Lockheed has built the L-1011 here; a freeway runs straight through the valley and two more freeways plus three more highways are planned and they're going to build the Intercontinental Airport here!

The L-1011 TriStar is a wide-body three engine commercial jetliner. It was developed to meet the air travel requirements of the 1970's and 1980's. The TriStar will operate on short, medium and long haul routes as well as over many transoceanic routes. As many as 400 passengers can be easily accommodated. Over 50 TriStars will be in service by late '73.

The Intercontinental Airport is going to be the biggest thing that's ever happened to the valley. It will be located northeast of the city of Palmdale and immediately east of the U.S. Air Force Plant 42. The site is comprised of 17,700 acres of largely raw land, resulting in an aviation area of 23,700 acres - eight times the size of Los Angeles International Airport. In September 1970, the first purchases of land were made. However, in July 1971, the Department of Airports determined to postpone the purchasing of land until legal arrangements between the Sierra Club and the Department of Transportation could be resolved. The huge airport will be developed to handle a maximum capacity of 100 million passengers. The proposed terminal will be 9,000 square feet with two aircraft gates and sufficient ramp space

PROPOSED PALMDALE INTERCONTINENTAL AIRPORT



for additional planes. Over 35,000 people will come to the valley to work at the airport and many more people will come to work in rental and industrial development in the surrounding area. And, Palmdale will become the second largest city in California!

Boy! Antelope Valley has really advanced, and it's going to go further. We have cars, planes, airports, freeways, noise, smog, overpopulation - maybe the valley was better in the "olden days."

AEROSPACE

EDWARDS AIR FORCE BASE PAST, PRESENT AND FUTURE

by Paul Kiyono
Kevin Marvers

A glint of sunlight glanced off the body of a sleek, silvery aircraft landing on the hard, sun-baked surface of Rodgers Dry Lake. The pilot was picked up and the plane was towed back to its hangar. It was a typical emergency landing.

Edwards Air Force Base is a sprawling complex in the Antelope Valley. Its main purpose is to test aircraft and equipment.

The base also plays an important part in the valley's economy. Edwards provides many families all over the valley with employment. With the introduction of new aircraft and possible participation in the space shuttle program, it is quite certain that the valley may become a sprawling metropolitan area.

In 1910, Clifford C. Corum and his brother Ralph were spurred by a dollar-an-acre bounty of land near present day Edwards and settled there. He and his wife Effie sought to attract others. They set up a post office and called their settlement Corum. The Post Office Department suggested that they change the name since another town had a similar name. They reversed Corum and called their town Muroc.

The Army used Rodgers Dry Lake as a bombing range in 1933. They set up mock-up of a ship and called it the Muroc Maru. Any uninformed passerby would be frightened, especially in the desert where mirages are common. Later the Army scrapped the Muroc Maru. They ran into complications because in the hull of the Muroc Maru were unexploded bombs! It makes you feel sorry for the men who had to scrap it!

Lt. Colonel Laurence C. Cragie flew the first jet plane, a P-59 Bell Air Comet, in 1942. This plane is at Edwards on permanent display. One of the original jet mechanics who worked on that plane still resides in the Antelope Valley.

The U.S. Air Force conducted many experiments in the years to follow, until finally, a rocket plane was made. In 1947, Captain Steve Yeager broke the sound barrier in the X-1 rocket plane. More experimentation produced a flying aircraft unlike any other plane ever invented. Its whole fuselage was a wing. This plane, the YB-49 took the life of Captain Glen Edwards. In 1950, the Air Force renamed the base Edwards. Before that, the base was called Muroc Air Force Base.

We jump to the year nineteen hundred and sixty-five. The newest fighter-interceptor had proven itself. It is the YF-12A and its name is the Blackbird. The name is very appropriate because the fuselage is black. This

plane set four major speed records.

A new type of "bird" called the F-111 appeared on the scene. This sleek, silvery craft had wings that could move. It was also supersonic. Another plane at Edwards was the gigantic XB-70. It was a shark-nosed delta wing supersonic bomber with a great future, except there were casualties. One day, the giant airplane took off with a F-104 chase plane in pursuit. When they reached cruising height, the F-104 got caught in a freak turbulence and crashed between the XB-70's two stabilizers. Joe Walker, piloting the F-104 was killed instantly. One of the two men on the XB-70 was able to eject but the other had a faulty ejection seat and went down with the bomber.

Many records were set in 1967. The F-111 flew its first Trans-Atlantic flight. The X-15 set an unofficial speed record of 4500 m.p.h. That was a good year!

In 1968, the HL-10, a lifting body made its first and second flights successfully. The giant XB-70 made its last flight from Edwards to Wright-Patterson Air Force Base.

A new giant arrived in 1969-70. Its name was the C-3A, Galaxy. This gigantic cargo plane can hold eight Greyhound buses in its hold.

More recently at Edwards they are testing the F-15, the A-7 with a super critical wing, and the Hawker-Sidney STOL. The Air Force will be testing the new bomber, B-1 in the near future. Still in its prototype form, it looks like a new prospect in bombers. There is a possibility that Edwards might become the landing area for NASA's shuttle craft.

General Information. The Edwards complex covers 470 square miles of desert. Edwards was not built for strategic purposes. Besides the Air Force Research Center, NASA also has a large complex there.

Edwards Air Force Base is the reason for many of the families living in Antelope Valley. Its presence will also determine the growth of the valley in the future.

EDWARDS AIR FORCE BASE

Introduction

by Garth Tanner

The area of shifting sand and dry lake bed that was once a bit of worthless real estate is now the second largest Air Force Base of its kind. It is one of the most unique Air Force Base because of the amount of aircraft that have and are being tested there. This report covers the history of the base, the aircrafts - and the people, military and civilian, who have done a very important job in this nations defense.

In the beginning...

"Why are we out here in this hole?" asked Ben. "Just so some silly plane can use the billboard we are carrying to punch holes in?"

"Calm down!" hollered his fellow worker Jim, "We are almost done."

"Soon we will be back at George Field and in the nice cool shade."

"Bow Shoes!" Ben retorted, "We have to go get two more of these punchboards and set them out here in this God forsaken dust bowl!"

"Don't worry," Jim hollered back, "They're not as heavy as these and we should be done in no time."

These two men were part of a crew of "volunteers" you might say, that were setting up bombing and gunnery targets on a long, flat dustbowl named

at that time Muroc Dry Lake. The lake later became Rodgers Dry Lake. Some men actually set up tents and lived in them. They were detached from George Air Force Base, which at that time was called George Field. They warmed their tents with freighted-in coal and an old electric generator that was always failing.

At one point during World War II they had set up an old wrecked hulk of a battleship, soon to be dubbed "Muroc Maru." Old B-24 and B-25 bomber crews made bombing raids on the "Japanese ship." This ship, since it was sitting in the middle of the lake bed, looked afloat from a passing motorists view. Mirages often led to people calling and asking in old, creaky voices, "May we see your ship when it comes to port?" and other equally embarrassing things. The ship was destroyed in 1950 as a flight hazard.

Of course, there is earlier history of this 301,000 acre Air Force Base on record. First, in 1882 a water tower was made for the Atcheson, Topeka and Santa Fe Railroad which passed through the area. But no one really tried living in this scorching area of desert till 1910 when Clifford C. and Ralph Corum homesteaded near the old railroad tracks.

The Corums, Cliff, Effie and Ralph tried to get people to live in the area. The sale was a dollar an acre, land being government provided. Mrs. Corum made a petition for a post office and got it, but when she wanted to call it Corum, the Post Office Department said it was too close a name to another. So Mrs. Corum reversed the name to Muroc and the area was known by that name until 1949.

Now after the Corums, in 1920's and 1930's, many people came up to the lake beds all the way from Los Angeles to fly planes. Car racers thought it

was ideal also. But, in came the government which was thinking along the same lines as the pilots: What a perfect place to test new planes! So gradually, most of the homesteaders moved out and the government either took or bought the land.

Well, the first major activity after gunnery targets in the 33-37 years was when the entire Army-Air Corps held a large scale maneuver in the area during the year 1937. Then things got quiet up till 1941. The afternoon of December 7 in 1941, the 41st Bombardment Group and the 6th Reconnaissance Squadron moved in. They had just heard that morning the Japanese had attacked Pearl Harbor and felt "obligated" to get in practice. On Christmas eve, more of the same type of groups mentioned above also "nested" here. There was soon a concrete runway, a sewage system and temporary buildings put up for the men.

Like I said before, Muroc Maru was set up and used by these men as a target. This is all that went on until after the war.

In 1947, construction began on Luehman Ridge of the Rocket Propulsion Laboratory and Rocket Engine Test Station. It became operational in 1952 and the rocket engines for NAVAH0, THOR, ATLAS and MINUTEMAN have been fired there. Tests for the manned space rocket engines have also been evident, including the F-1 for the Saturn rocket.

Muroc Air Force Base became Edwards Air Force Base after Glen B. Edwards died in 1948. The base was named in 1949 but not officially until January 27, 1950.

"The Base" has been the sight of plane tests since 1942. From then on, up till now, thousands of aircraft, almost all the Air Force uses, have been tested at Edwards.

Some of the planes tested are:

- | | |
|------------------------|-----------------------------|
| 1. XP-59A | 27. X-b |
| 2. Bell X-1 (A) | 28. KC-135 |
| 3. YB-49 Flying Wing | 29. T-33 |
| 4. X-1D | 30. X-15A (series 1,2,3) |
| 5. YB-51 | 31. U-2 |
| 6. Bell X-2 | 32. T-38 |
| 7. (X) B-52 | 33. YH-1 DJINN (helicopter) |
| 8. X-3 (Douglas) | 34. XV-3 |
| 9. XF-91 | 35. N-156F |
| 10. YF-100A | 36. RB-57F |
| 11. F-84 | 37. F-4 |
| 12. X-5 | 38. XB-70 |
| 13. YF-102 | 39. A-11 |
| 14. (X) F-104 | 40. XV-5A |
| 15. YC-103 | 41. C-141 |
| 16. XF-88 | 42. YF-12 |
| 17. F-101 | 43. F-11 |
| 18. B-57 | 44. SR-71 |
| 19. F-89 (D) | 45. X-18 |
| 20. X1B | 46. YB-26K Coin |
| 21. YF-105 | 47. X-21 |
| 22. XB-51 | 48. F-5 |
| 23. C-133 | 49. H-4B (helicopter) |
| 24. B-58 | 50. C-5 |
| 25. F-106 | 51. C-119 |
| 26. H-19B (helicopter) | 52. CH-3C (helicopter) |

These are just selections, many other plane have been tested.

Also, in 1950 the railroad was moved and some mud mines owned locally were filled in to make room for the coming new 15,000 feet runway, longest in the Air Force. In 1955 the new AF Flight Test Center building was also put in. This cost \$20,000,000.00 was a "pretty penny". Part of the \$20,000,000 was used for 778 homes, a shopping center, the runway, schools, acquisition of land and expansion of the Rocket site.

1951 saw the inheritance of the *Air Force Experimental Test Pilot School. It has turned out thousands of qualified pilots, test pilots and astronauts. The school is known world wide.

*Name has been changed several times.

This base's growth has been phenomenal. Just recently, a huge new Base Exchange store has been added. But figures showing population growth really show it.

	<u>Military</u>	<u>Civilian</u>	<u>Total</u>
1950	2,495	1,443	3,938
1955	2,828	3,389	6,217
1960	3,138	5,105	8,278
1965	4,220	7,110	11,330
*1970	-	- Estimated	20,000

Appropriations up to January 1966 total \$327,315,972.

During the 1950's a lot of accomplishments were made. But many ended in death. Over the years, over 30 personnel have been killed in test aircrafts. That is a very low score for new and experimental aircraft, and every one of those men made a contribution, whether it was in vain or a life-saving one. But all died after accomplishing something for this country.

Through the 1950's the Bell X-1 & 2 and the X-15 series were tested. They made great success in helping design the fighters of today. **Records for the X-15 are as follows: in 1961 fastest - 4,104 mph. In 1963 highest - 354,200 feet.

Then when the 1960's came around NASA's lifting body program started and after tests in the rocket sled, test pilots would study for this program. Few were good enough to meet the requirements.

The following lifting bodies have been tested: M2-F1, Mc-F2, L-10 and the X-24. These are like a stepping stone to the space shuttle which Edwards expects to get a part of.

* Figures not released.

** These are not the best records. Figures for the later flights not available.

Recent tests at Edwards have been the C-5, largest plane in the world; C-130, 119 and C-141, cargo planes; the new F-15, superior to the Russians latest MIG; the Super Guppy, and on a huge beelined cargo plane (not as long as the C-5 but has more loading space).

Past, present, future. "The Base" is the sight of all of these and the latter is coming full steam ahead.

CHRONOLOGY OF EDWARDS AIR FORCE BASE

September 1933	A small amount of men are detached from March Field to set up bombing and gunnery targets.
23 July '42	Gunnery range now designated as Muroc Army Air Base.
1 Oct '42	First American jet, Bell XP-59A makes a successful maiden flight.
8 Nov '43	Muroc Army Air Base becomes Muroc Army Air Field.
14 Oct '47	Chuck Yeager flies the first manned faster-than-sound airplane, the Bell X-1.
21 Oct '47	YB-49 Flying Wing arrives at Muroc AAF on maiden flight.
12 Feb '48 8 Dec '49	Army Air Field becomes Muroc Air Force Base then Muroc Air Force Base becomes Edwards Air Force Base.
4 Feb '51	Edwards AFB is assigned the Test Pilot School from Wright-Patterson.
23 Aug '51	B-50, carrier of the X-10 rocket research airplane jettisons the X-10 after it catches fire of E.A.F.B.
9 Nov '51	Bell X-1 explodes during testing.
17 Jan '52	\$120 million Master Plan for a new Air Force Flight Test Center building is approved.
28 Jan '52	Rocket Site goes into operation on Luehman Ridge after being in construction since 1949.
9 May '52	A YB-51 crashes, killing AFFTC test pilot Major Neil C. Lathrop.

27 June '52	Bell X-2 airplane begins glide tests.
3 Oct '52	XB-52 makes its maiden flight.
3 Mar '53	First test firing of NAVAHO rocket made at rocket site.
25 May '53	YF-100A Super Sabre makes first flight at AFFTC.
14 Oct '53	Bell X-5 airplane crashes, killing AFFTC test pilot Major Raymond A. Popson.
24 Oct '53	YF-102 Delta Dagger makes its initial flight here.
12 Dec '53	X-1A flown by Major Chuck Yeager achieves Mach 2.5.
4 June '54	X-1A flown to a record 90,000 feet by Major Arthur Murray.
17 Sep '54	Groundbreaking ceremonies for the new \$581,000 Desert High School.
12 Oct '54	New 15,000 feet runway, longest in Air Force, dedicated.
10 Nov '54	ATLAS missile "hot fired" for first time.
7 Dec '54	NAVAHO (S-10) missile is the first missile to be recovered on a fully automated approach and landing system.
8 Feb '55	B-57-B crashes near Apple Valley, killing test pilots Captain Anderson B. Hants and Mr. Noboru Sunada.
3 Mar '55	F-89D Scorpion crashes killing AFFTC testpilot Captain Paul W. Bryce, Jr.
18 Aug '55	\$120 million new AFFTC building is opened.
22 Oct '55	YF-105 exceeds Mach 1 during maiden flight.
18 Nov '55	Bell X-2 makes maiden flight.
23 Jul '56	X-2 exceeds 1,900 mph after being flown by Lt. Colonel Frank K. Everest, Jr.
27 Aug '56	THOR rocket missile is fired at the Rocket site.
7 Sept '56	X-2 sets a new altitude record: 126,200 feet.
26 Dec '56	F-106 Convair Delta Dart flown for first time at E.A.F.B.
3 Jan '57	H-19B helicopter crashes, killing AFFTC crewmen, Captains Wayne W. Eggert, Newell H. Lynch and Airman 1st Class Charles Scott.

11 Apr '57	X-1B makes a vertical flight completing the demonstration flight by its company.
11 Dec '57	Two planes collide over Rosamond Dry Lake killing a test pilot student from Edwards, Daniel U. Veronica.
14 Apr '58	An \$11,707,210 project for 778 house units is approved.
16 Jun '58	AFFTC B-57 and a F-100 from George Air Force Base collide, killing Lt. Boyd L. Grumbaugh, head of AFFTC flight operations and Captain Edward C. Gahl.
24 Jul '58	10,000 feet rocket sled track operations are suspended for a 20,000 feet track.
26 Jul '58	Captain Iven C. Kincheloe dies after ejecting from a disabled F-104.
11 Sep '58	U-2 test plane crashes killing AFFTC test pilot Captain Hugh P. Hunerwadel.
24 Dec '58	B-57B airplane crashes killing AFFTC pilot Captain Robert E. Williams.
27 Mar '59	ATLAS missile explodes at Rocket site destroying Test Stand 1A.
8 Apr '59	F-106 crashes killing AFFTC test pilot Captain Halron M. Ekeren.
10 Apr '59	T-38 Talon completes maiden flight At E.A.F.B.
13 May '59	\$3,744,981 20,000 feet Rocket Sled track is completed.
16 May '59	YH-1 DJINN helicopter crashes on Armed Forces Day killing test pilot Captain William R. Lake.
8 Jun '59	X-15A-1 launched from B-52 on first free flight.
6 Dec '59	H-43B helicopter sets an altitude record for class EID helicopters: 29,846 ft. flown by Capt. Walter J. Hodgson.
14 Dec '59	F-104C Starfighter flown by Capt. Joe B. Jordan went to a record altitude of 103,395.5 feet over E.A.F.B.
4 Mar '60	Desert Wings, Edwards newspaper, celebrates 10th Anniv.
18 Mar '60	778 house units completed.
12 Aug '60	Paramedic Team formed for flight crashes.

11 Nov '60 F-104G test force established at AFFTC.

14 Dec '60 B-52G makes a non-stop unrefueled flight record of 10,078 miles in 19 hours 45 minutes.

8 Feb '61 X-15A-2 damaged November 5, 1959 on an emergency landing brought back to Edwards NASA facility.

10 Feb '61 Rocketdyne fires F-1 engine for the Saturn/Apollo rocket for first time.

1 May '61 X-20 (Dyna Soar) test force is set up at AFFTC.

28 Aug '61 AFFTC begins participation in a joint AF/FAA/NASA sonic boom test.

9 Nov '61 X-15A-2 flew over Edwards at 4,093 mph (Mach 6.04).

27 Jun '62 X-15A-1 rockets to an unofficial world record 4,104 mph (Mach 6.2).

17 Jul '62 X-15A-3 goes to a height of 59.61 miles and gets Major Robert M. White his Astronaut Wings.

25 Sep '62 AFFTC test pilot Captain James MacDivitt and USAF Aerospace Research Pilot School faculty members Major Frank Borman and Captain Tom P. Stafford join NASA for the space flights Mercury, Gemini and Apollo.

9 Nov '62 X-15A-2 crash lands on Mud Lake Nevada and trapped is rescued.

30 Nov '62 Plans ok'd to build a 3.5 million dollar spaceship simulator for test pilots training to be astronauts.

27 Jun '63 X-15A-3 flies 285,000 feet (55 miles) and qualifies Major Robert A. Rushworth for Astronaut Wings.

30 Jun '63 20,000 foot Rocket Sled deactivated. Fastest run was Mach 3.3.

22 Aug '63 X-15A-3 achieves a record altitude of 354,200 feet.

18 Oct '63 AFFTC test pilots Captains Charles Basset II and Michael Collins and USAF Aerospace Research Test Pilot School students Captains Dave Scott and Theodore Freeman join NASA for space flights Gemini and Apollo.

5 Dec '63 X-15A-1 achieves a speed of Mach 6.06.

10 Dec '63 X-20A (Dyna Soar) program cancelled.

1 May '64	YF-12 test force established.
11 May '64	XB-70A-1 rolled out of Palmdale facility.
25 May '64	XV-5A STOL tactical fighter makes first flight.
21 Sep '64	XB-70A-1 takes off at Palmdale and lands at Edwards.
12 Oct '64	XB-70A-1 makes supersonic flight for first time.
16 Jan '65	X-15 pilot Joe Engle named one of America's Ten Young Men for 1964.
6 Mar '65	Major General Irving L. Branch gives a speech at a testimonial dinner stating "excellent community services and public relations between E.A.F.B. and Antelope Valley communities."
26 Apr '65	U-2 crashes, killing D. E. Evans.
27 Apr '65	XV-5A STOL crashes, killing W. L. Everett.
27 Jun '65	Major Jay Currie and 1st Lt. Don Darby are killed in T-33 crash.
29 Jun '65	Captain Joe H. Engle qualifies for Astronaut Wings after flying to 282,000 feet in an X-15A-3.

JOSEPH A. WALKER

by Dale Rasch

Joseph A. Walker contributed much to the Antelope Valley through his interest in the community and through his strength and wonderful personality. After his death his widow saw fit to further help the valley by contributing land on which to build a new Junior High School. As a result this great pilot was honored by having the school named after him. Thus, we now have Joe Walker Junior High School located in Quartz Hill, California.

The following is a brief resume of the life and career of this wonderful person.

Life of Joseph Walker

Joseph Walker spent his childhood and teenage years on a farm. He liked to work with his hands, and with these he built a home for his family. He especially liked to work on old cars to keep them running, in fact he kept an old automobile in his driveway just for the satisfaction of keeping it running.

Joseph Walker learned to love nature as a child and never lost his enthusiasm for it. Whenever possible he would go to the mountains with a pack on his back and spend hours by a stream.

He was an active member of the Methodist Church in Lancaster, California and lent his prestige as a speaker and organizer.

In 1949 he met and married Grace McClary, who lived in Lakewood, Ohio. During his marriage they had five children, four sons and one daughter.

When the boys reached an appropriate age, he became active in the Boy Scouts of America. He also managed a Little League baseball team.

In 1958 a tragic thing happened in the life of Joseph Walker; one of his boys died after a short illness. He and the rest of the family took this quietly and with dignity.

Before he entered the cockpit, Joseph Walker knew every detail of every component in the airplane and studied the wind tunnel data that could possibly shed light on how it would react on a planned flight. As a result, he could usually minimize the troubles that might have been disastrous for a less meticulous planner.

Honors he received

By the end of his life these attributes brought him many accolades. The college from which he graduated made him an Honorary Doctor of Aero-

nautical Science. Joseph Walker was a charter member and a fellow member of the Society of Experimental Test Pilots. He was awarded the Robert J. Collier trophy, the Harman trophy for aviators and the Ivan Kincheloe award of the Society of Experimental Test Pilots in 1961. In 1963, the aviation industry chose him for the Octave Chanute award. He had pushed the world record for winged flight to an altitude of 354,000 feet and a speed of 4,109 miles per hour.

Chronology

On February 20, 1921 Joseph A. Walker was born in Washington, Pennsylvania. He was the son of Thomas J. Walker and Pauline Walker and was the eldest of four brothers. His father was a successful apple grower. He attended the nearby Lagondo Grade School and was regarded as a good student.

In 1938, he was graduated from Trinity High School in Washington and was elected as second honor speaker at the commencement. His high school scholastic record was good enough to win him a scholarship at Washington and Jefferson College. By working as an assistant in the physics laboratory and by raising turkeys at home, he paid part of his college expenses. He collaborated with some students to write a physics laboratory handbook that was used at Washington and Jefferson for some years.

While in college, Walker enrolled in the government-sponsored civilian pilot training program and earned a private pilot license. Years later he said that after his first solo flight there was no doubt in his mind that he wanted to make a career as a pilot.

Walker was graduated from Washington and Jefferson with a Bachelor of Science degree in physics in June of the war year. In July 1942 he joined the U.S. Army Air Corps as an Aviation Cadet. The following year he won

his wings and was commissioned a Second Lieutenant. During the campaigns in North Africa, Sicily and Italy, he flew P-38 Fighter reconnaissance planes on hazardous weather reconnaissance missions to prepare for strategic bombing raids. He was credited with 58 combat missions and was awarded the Distinguished Flying Cross and the Air Medal with seven Oak Leaf Clusters.

Shortly before the end of the war, Walker and a good many other men with technological qualifications were released from military service to fill critical vacancies in the aeronautical professions at home. On the 20th of March 1945, he received a war service appointment as a physicist for the National Advisory Committee for Aeronautics, the predecessor of the National Aeronautics and Space Administration, and was assigned to what is now the Lewis Research Center in Cleveland, Ohio. Within a month of his arrival, he requested and received a transfer to the Flight Operations Division to enter upon his brilliant career as a research pilot.

Much of Walker's research flying at Lewis involved advanced and exotic propulsion systems. He was project pilot on one of the first two-dimensional ram jets ever operated in flight, he evaluated a large retractable ram jet mounted on a B-29 flying test bed and he made ram jet missile drops from 40,000 feet; a considerable altitude at that time.

In February 1951, Walker was transferred to the NACA High Speed Flight Station, later to be known as NASA Flight Research Center at Edwards A.F.B., California. Here he flew almost all the famous X series research aircrafts and many of the less well known vehicles used to explore the crucial problems of supersonic flight and open the way for the conquest of space. A partial list is the X-1, X-1A, X-1E, X-3, X-5, D-558 Phase I, D-558 Phase II, X-14, X-15 and the Lunar Research Vehicle. The complete list would include more

than 60 types of aircraft in every category made.

While Walker preferred to emphasize the serious technological side of his work and was inclined to depreciate its risk and drama, one cannot overlook the fact that it often required great courage.

In August of 1955, an example of this occurred when the bulbous little X-1A rocket research aircraft, which was suspended in the bay bomb of a B-29 and which Walker was to attempt to reach a speed of Mach 1.4 ruptured its liquid oxygen propellant tank, blowing off several access doors and causing its landing gear to extend; this was at an altitude of 31,000 feet and about 70 seconds before launch.

Walker remained in the cockpit to shut off all the systems of the X-1A, minimizing the chance of another explosion or the spread of a fire which burned briefly in the well of the extended landing wheels despite the fact that he had no longer breathing oxygen. After this task was done he opened the canopy and allowed the launch crew to drag him out, half conscious, to one of the oxygen outlets in the B-29. Because it was impossible to land with the X-1A it had to be jettisoned and allowed to crash in the desert. Because of his quick thinking, Walker may have well saved the B-29 and the lives of its crew. For his part of this incident, Walker was awarded the NACA Exceptional Service Medal.

According to his own scale of values, an event more worthy of recognition was the discovery of a phenomenon known as inertial coupling during his flights of the X-3 research aircraft. This was a potentially dangerous trait of high performance aircraft which had caused several fatal crashes before Walker encountered it and conducted the first systematic flight research into it. The modern yaw dampers and stability augmentation systems

which make high speed flight safe were a direct result of this achievement. Because of the knowledge he had acquired in the X-3, Lockheed Aircraft Corporation took the unusual step of asking NACA for the loan of Walker's services as test pilot during the lateral control investigation of the new F-104 which resembled the X-3 and in which inertial coupling would most likely be a problem. Because of this Lockheed was able to minimize the danger to the thousands of military pilots who have since flown the airplane.

Another research airplane flown by Walker which had great significance in the advance of aerospace technology, was the X-5 which had variable sweep wings. This wing enabled them to assume the best shape for the speed the pilot intended to fly the plane. At the time of the X-5 program, the knowledge available to aircraft designers was not sufficient to make variable sweep a practical feature, but Walker was able to fly the X-5 at speeds far beyond those attained by other pilots in the program and collected a mass of technical data that was valuable when later innovations revived interest in the data.

Walker was designated the chief pilot for the U.S. government and assigned to participate in the design efforts of the X-15, when the decision was made to go ahead with the development of it.

The X-15 has an extremely low maximum lift drag ratio, making conventional power-off landing techniques inadequate. To develop a more satisfactory method Walker simulated X-15 landings on twenty-eight flights, achieving the lowest lift-drag ratios ever recorded in a landing aircraft to that date. The landing technique that he developed for the X-15 is also used by pilots of the M2 and M 6-10 lifting body research vehicles, the forerunners of manned spacecraft that can be landed like airplanes.

On March 25, 1960 Walker made the first flight of the X-15 by government pilot and on succeeding flights he and the pilots on his team gradually extended the performance envelope of the design. At the time of his death, Walker had flown it twenty-five flights for a total of about six hours of free flight. From these brief missions, large amounts of data contributing to the exploration of space and leading to the development of vehicles in which the distinction between aircraft and spacecraft will be blurred or erased.

On some of his last tasks as a research pilot, Walker had taken a hand in attacking the problem of landing and taking off from the airless surface of the moon. Since this would involve vertical flight maneuvers, he learned how to fly helicopters and then conducted simulated lunar landing in the X-14 vertical take-off and landing research vehicle. A more elaborate simulator for this purpose was the wingless lunar landing research vehicle. Walker made the flight in it on October 30, 1964 and continued as its project pilot until his death.

In June of 1968, Joe Walker was flying alone in an F-104 jet. He was 21,000 feet above the tawny Mojave desert and the skies were overcast. He was flying a chase plane for a test run of the XB-70A triple sonic bomber and his mission was completed. An advertising photographic session was about to begin when without warning Joe Walker's ship veered into the giant bomber. Spinning helplessly, the two planes exploded in the desert sand. Joe Walker and an Air Force Major, co-pilot of the XB-70A were killed. The lone survivor was Al White, Chief test pilot for North American Aviation, who managed to eject in his seat capsule. The cause of the collision was not disclosed by the Air Force. Thus ended the life of a fine person and a great man.

By the time of his death, Joseph A. Walker had removed his name from the list of X-15 pilots. He was planning to retire gradually from all research flying and to use his talents and his great experience in an executive capacity. Those who were close to him were aware of the pain which the prospect of leaving his beloved profession caused him but he was conscious that the time had come to leave the field to younger men. Not the least of his accomplishments was the final schooling in their profession that he gave to a brilliant coterie of young research pilots and astronauts who are continuing the tradition of which he was a part. Thus he met the final responsibility of exceptional men by presenting a standard of performance to those who come after him.

TOWNS AND BUSINESS

COMMUNITIES OF ANTELOPE VALLEY

by Barbara Dickerson

Acton is a small foothill community. Agricultural activities include the growing of commercial flowers.

California City was incorporated in 1966. A completely planned new community under development with a balanced residential, industrial relationship and a distinctive emphasis on community recreation.

Population: 1,100

Edwards is a community primarily of personnel of Edwards Air Force Base.

Hi Vista is a small Antelope Valley community in the wildflower country.

Lake Hughes is a restful resort community in the land of timer and lakes.

Lancaster was established in 1884. It has been the lead community in size throughout the years and is a major trade center for Antelope Valley and the entire Mojave Desert. Population: 37,000

Leona Valley is a small farming and cattle raising community with a special dash of color added by the lilac growers.

Littlerock is an orchard town whose acres of peach and pear trees provide a delightful view and fragrance when in bloom.

Mojave is a desert trade center and railway junction. Since the days when the famous 20 mule team borax trains terminated their journeys here, Mojave has been the major transportation center on the Mojave Desert. Population: 3,500

North Edwards is a development near Boron and the northern entrance to Edwards Air Force Base.

Palmdale was founded in 1886 and incorporated in 1962. It is the second largest city in Antelope Valley. It experienced its greatest growth with the expansion of the jet aircraft industry. Population: 18,000 (trade area)

Pearblossom is a charming little community at the gateway to the mountain resorts and the Devils Punch Bowl.

Pearland is a small rural community serving a number of foothill homes and ranches.

Quartz Hill is the center of the almond orchards and the site of the annual Almond Blossom Festival.

Rosamond is the gateway to Edwards Air Force Base and at the junction to the Tropico Mine and Gold Camp.

Valyermo is a small foothill community with orchards. Nearby is the St. Andrews Priory built at the restful and picturesque site of the old Hidden Springs.

MUROC

by Raymond Williams

Up until 1912 Muroc was known as Roderiguez. Mr. Cliff Corum took the position of postmaster during that same year and decided that a name change for the town would be a good thing. He decided on his own name but the name Corum was already a name of a city in California. So, unable to use his own name he used Muroc which was accepted by the post office department located in the extreme Southeast corner of Kern County. The Muroc Dry Lake is five miles wide and twenty miles long being formed by sand and clay for a known depth of fifty feet. It is very popular for testing racing cars, airplanes, motorcycles and even surf boards. Sir Hubert Williams with pilot Ben Elsen tested their plane on the lake which they later flew over the North Pole. The Lockheed Aircraft Company is a frequent user of the lake.

Frank Lackhart, using a Miller special racing car set a record of 172 miles per hour which has never been broken yet. It is used by various automobile manufacturers such as Buick, De Soto, Dodge, Essex among a few.

Dr. J. K. Suckow was drilling a well when he came upon something very peculiar. That something was the first known find of Borax on that field.

Mr. R. H. Corum, a brother of the postmaster, while drilling in 1922 brought in a mine which is now the Pacific Coast Borax Company, this company buying this property moved their plant in Death Valley to there.

ELIZABETH LAKE

by Russell Moore

Elizabeth Lake was found around 1850. One of the first known settlers to Elizabeth Lake was a lady by the name of Mrs. Anne Frakes. She came over land in a covered wagon from back East. She lived at Elizabeth Lake. The Indians called Elizabeth Lake "Split Hill" because they thought that devils lived in the lake. The Indians were afraid to go near the lake at night, because sometimes at night strange sounds would come from the lake.

The lake is named after a little girl who once fell in the lake and nearly drowned. The little girl's name was Elizabeth. Elizabeth Lake has a cold climate in the winter and a cool climate in the summer. The people of Elizabeth Lake grow grapes, barley, wheat, apples and all kinds of vegetables.

LITTLEROCK

Littlerock is a very old town. It has been the center of pear growing and other agricultural pursuits for many years. Perhaps the most historical place in Littlerock is Seancia. Seancia is a natural spring where Littlerock gets its domestic water. Seancia was used as a stagecoach station during the eighteen hundreds. The remains of this station still stand. But

all that is left is two adobe walls. Next to the remains of the old adobe stagecoach station is a natural horse corral which is formed by mountains and was used by the stagecoach company to keep their horses in. This place can be visited by automobile.

DEL SUR

Del Sur used to be much larger than it is now. In Del Sur there used to be a saloon, a hotel, a post office, a store and large livery barns where teams use to stop while hauling cement from Lancaster to the aqueduct.

Del Sur means "from the South". The Del Sur school used to have just eight pupils. It was just a little one-room building. Soon there were twelve pupils enrolled and the school kept growing larger until in 1922 a much larger school house was built. Two teachers were now teaching in this school and over forty pupils were enrolled. In May 1929 the school caught fire and burned down. The children had to go to school in an old garage until a new school house was built. In 1931 someone set fire to the new school but all of it was saved except the stage and part of the auditorium. These were soon fixed and the present school is still there. There are now about 68 children going to the school.

BUSINESS IN THE ANTELOPE VALLEY

by Michael Jackson

There are over 35,000 places of business in the Antelope Valley. These range from accounting schools to upholstery stores. One of the most important

business is farming. Annually, farming grosses approximately 2.6 million dollars. Although it is a big business money-wise, only about 10% of the working population is involved in agriculture. There are only a few major crops; these being alfalfa, sugar beets, onions and almonds. Other crops of lesser importance are pears, cherry, nectarines, apples, peaches, apricots and other fruits. Littlerock is known as the "Fruit Basket" of the Antelope Valley". When almonds are in bloom there is an almond festival and the annual fair is called the Antelope Valley Fair and Alfalfa Festival. So you can see that farming is important to the life of valleyites.

The most important industry is aircraft. Over one-half of the valley's labor is somehow involved with it. There are six facilities in the valley: Edwards Air Force Base, McDonald Douglas, Lockheed, Plant 42, Northrup and North American Rockwell.

Edwards A.F.B. is to be the testing ground for the futuristic Space Shuttle Craft. Lockheed built the L-1011 Tri-Star for commercial use. Eight airlines use the L-1011. Lockheed also built the C-5A cargo plane. This aircraft is immense and can hold six Greyhound buses with passenger room to spare. The Federal Aviation Agency at Palmdale has radar covering the southwest United States and keeps track of all aircraft within that area.

As we mentioned before, the valley has tens of thousands of retail commercial outlets. In recent years, two huge chain department stores have come to the valley, along with numerous restaurants where you can get Chinese, Italian, Mexican, British and good old American food. There are many small and large businesses that have been operating in our valley over thirty years.

WATER

WATER IN THE ANTELOPE VALLEY

by Cheryl Prediger
Susan Palmer

The Antelope Valley seems like it doesn't have much water. However, underneath this relatively dry area, there is a large reservoir of water that is slowly diminishing. We have had to drill down into the ground as far as seven hundred feet to get water.

The way the water gets to our homes is through a system. The system starts in a hole or well that has been drilled in the ground. From this hole the water is pumped into tanks. When needed, the water is then carried from these tanks to storage tanks through pipes. From there it is pumped into the water system by booster pumps.

We are using so much water we soon will not have any left. In the summer we use about fifteen to twenty-five million gallons of water a day. In the winter, we use about eight to ten million gallons of water a day. We are getting low on water and will need more each day to supply the growing needs of the Antelope Valley. However, we will not be able to supply the needed amount unless water is made available to us through the aqueduct.

ADEQUATE UTILITIES FOR WATER

by Rex Ball
Mike Monahan

Most people think the desert is a dry and barren wasteland, with lack

of moisture and vegetation. This is not true. Lancaster is one of the only desert towns with its own water supply beneath the community. Digging wells for water has enabled the desert to grow green and colorful. In 1967 there was a great amount of water for domestic needs, there was more than enough to irrigate many thousands of acres. In 1966, '67, and '68 the Antelope Valley's agricultural production totaled over \$26 million annually.

Lancaster is served by Los Angeles County Water Works District #4. The service of this system can be realized by a few facts taken in 1967 by the Water Department: the deep well pumping capacity is about 610 gallons a day per person, and the booster pumping capacity is around 990 gallons for a six hour period; but, the daily use per person in the summer is only 230 gallons per day and during the "heat wave" may raise around 450 to 470 gallons a day per person. The storage amount for the city is 12 million gallons. In 1971 the Antelope Valley started to receive water from Northern California as part of the California State Water Project. It is coming by way of an aqueduct.

Southern California Gas Company supplied all the gas to industry, residences and businesses from the only natural supplies in California which is piped in from New Mexico and Texas. Southern California Edison Company supplies the electrical power from generating plants throughout the state and as far away as Hoover Dam on the Colorado River. General Telephone Co. of California, which is the nations' largest independent telephone company, provides telephone service for Lancaster with direct dialing to any town or city in the United States.

ENTERTAINMENT AND RECREATION

ENTERTAINMENT

by Mary Fiske

Television, technicolor movies, stereos, these are some of the things people use for entertainment today, but what did they do forty years ago? One thing they did was go to a stage theater rented by Frank Gum. It cost a mere ten cents compared to the dollar-fifty of today. Mr. Gum's three daughters Mary Jane, Virginia and Francis danced and sang every Wednesday night for the audience of this small theater. His youngest daughter Francis and perhaps the best singer of the three is better known to us as Judy Garland. Judy lived in Lancaster until the fifth grade when she was discovered by a talent scout at a Wednesday night performance. She then left with her family and moved to Hollywood for the movies.

Until about 1938 or '39 when the Antelope walk-in theater was built, Frank Gum's theater was the only one in Lancaster. When the first movies came to town, silent of course, his wife played the piano accompaniment for them. At that time Westerns were favorites among the people. Later on more dramatic movies came to Lancaster.

The theater wasn't the only thing people did for entertainment though. There were community baseball teams but above all Lancaster had a lot more social activities like picnics, a drug store where the teenagers went after school for cokes, dances for the community every other night and many church gatherings.

Today Lancaster has many more things to do in the way of entertainment. Some of these things are the Community Concerts and plays given by groups at the Antelope Valley College. Plans are being made for a Civic Auditorium, but there is still a long way to go before the people of Lancaster have what they want in entertainment.

ANTELOPE VALLEY FAIR

by Mitch Nakamura

The Antelope Valley Fair was started in 1915 when the people of Antelope Valley decided that they wanted an exciting event that would come once a year. They thought of having the Fair made up of mostly exhibits such as rocks, gems and different kinds of crops and plants they grew.

The Hay Palace, where the Fair was held, was constructed by the farmers who would haul alfalfa in their wagons from their farms to form walls. Even though it did not have a roof, the hay walls kept the wind out from blowing inside the Palace. The people decided to call it the Hay Palace because it was constructed out of hay.

The present day Fair is much different from the Fair in the past and has grown from almost nothing to a record 142,173 people attending in 1972. The Fair up to now has run five days but in December 1972 the Fair Board passed a motion to add another day to the Fair schedule. The reason for this was that they hope this would spread out the attendance and make it less crowded during peak hours and in this way give people a better chance to have a good time.

This year the Fair will open for the first time on Wednesday, August 29 and run through September 3. Admission will be raised from 75 cents to \$1

for adults. The 1972 Fair had 8,000 exhibits and these are judged before the Fair is open to the public. There is \$30,000 in cash prizes involved, so this is a big event.

The Fair opens with a parade down main street Lancaster Boulevard. Outside of the exhibits the other attractions are Rural Olympics, Junior Livestock Auction, Auto and Motorcycle shows and, of course, the amusement rides for the young people.

ANTELOPE VALLEY FAIR

by Monica Michelizzi

In the early 1900's the valley did not have a fairground, but they still participated in the yearly Alfalfa Festival which was held on the streets of Lancaster. Because of this, in 1938 (September 1), the Antelope Valley Fair Association was formed.

When the Fair Association held their first meeting, their first duty was to purchase the land for the fairground. The land they chose is the 80 acres on which the fairground is still located, and they paid 2,800 dollars for it. In payment they paid 1,000 dollars down and were to pay 300 dollars a year. Their first problem was where were they going to get the money to purchase the fairground. All the ranchers in the valley donated a ton of hay and the truckers in the valley brought the hay to Lancaster where it was auctioned off to people of Southern California by Mr. Henry Clark of Bakersfield. With this money and the money given to them by the merchants in the valley the land was purchased.

After three years of operating as the Antelope Valley Fair Association with full support of the valley, it was recommended that they become one of

the Agricultural Association under the Division of Fairs and Expositions, State of California. After the help of many clubs and people in the valley working with the State Legislature, on September 13, 1931 the Fair became the 50th District Agricultural Association.

Today the Antelope Valley Fair and Alfalfa Festival has many participating clubs as well as individual participants. The fairgrounds are used all year round. In the spring and fall the Flea Market is held there. Clubs hold special activities, dinners, and other events are held there. The annual Hourglass Presentation Ball is also held there. It is not only fun, but worthwhile to participate in the fair.

RURAL OLYMPICS THEN AND NOW

by Barbara Holmes

My name is Suzy. My mother and father are entering some kind of contest, I think it's called Field Day. I get to stand in the front line since there aren't any chairs. The first event my father is entering is the team-pulling. Dad entered our plowhorses, Skinny and Joe. When the race started I yelled my lungs out, but Dad and the team didn't win. They were disqualified for breaking into a trot. Another team got excited and bolted off the track. The six teams left kept on walking around the track. The winner was our next door neighbor.

Mom was entering the milking contest which was next. Each contestant picked a number of a cow out of a hat. Ma got stuck with a mean old cow that had a reputation for kicking. Ma was pretty determined to make up for Dad's loss, so she showed the cow who was boss. The entrants were ready when the gun went off. All the cows were calm and Mom won first place

because she was the first to get a half-bucket of milk in the shortest time. She set the record too, 10 minutes.

Hay-bucking was what everyone was waiting for. Pop and Mr. Freen were the favorites and I hoped they would win. The team that did win wasn't Dad and his partner, but they came in a close second; only 5 seconds slower than the Losey brothers, the Westside favorites. The Loseys had gotten the neatest stack of 96 bales I had ever seen and I thought Dad's was good too.

My father also entered the tractor race because Mr. Freen was letting him borrow one of his tractors. There were only five entrants since only a few people had tractors. Dad won and I was about to burst with pride. Mom entered the womens race but she didn't know much about machinery so she didn't even place. Everyone was laughing at her because she couldn't even get the tractor started!

The tug-of-war was the event I was waiting for. It was one of the best events because the entrants were tired from the other events so it was a real test. The rope was about 50 feet long and as many people as you could fit on the rope was allowed to compete. The Eastside won, but only after the Westside collapsed. (the railroad split the town in half, East and West) That was the last event and so everyone went home to dinner.

Now I am married and my son is a contestant. Many changes have been made in the Field Day of Lancaster. The name was changed after a few years to Rural Olympics, which is still the title. The team-pulling, tug-of-war and the cow milking were dropped from the program as things became more mechanized. They've added a few replacements such as the horse-and-tractor race. I'm sure glad Mr. Donald Jaqua started this whole thing in 1934, otherwise, Lancaster might still be a small village.

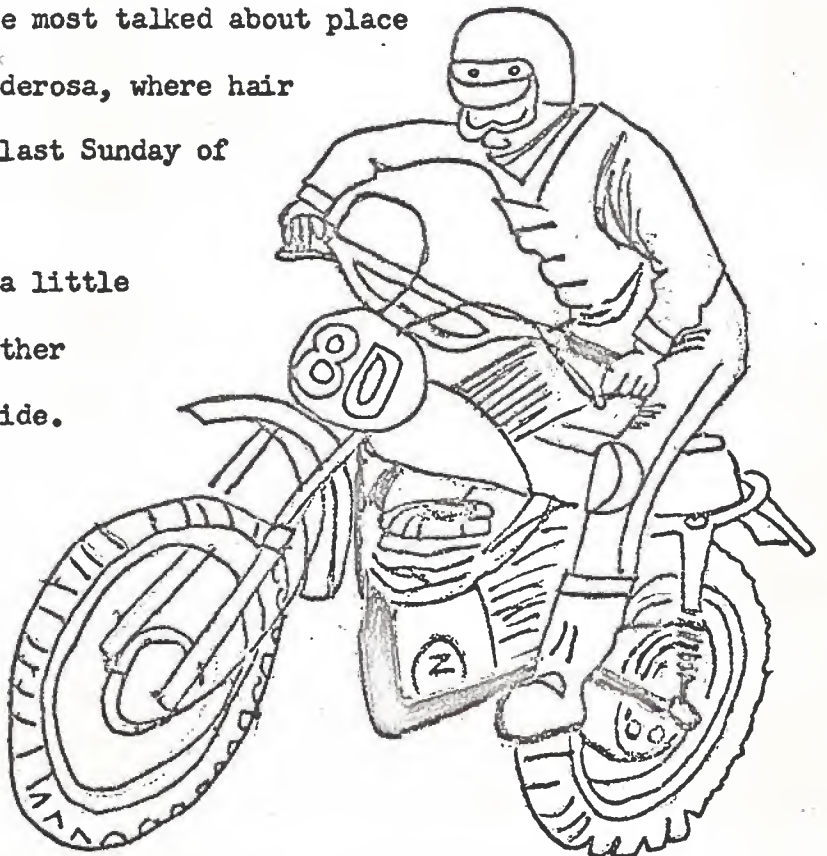
RACING MOTORCYCLES

by Mike Bethke

Why do people like to ride in the Antelope Valley? I don't know just what it is that attracts so many motorcycle enthusiasts to Antelope Valley, but I think it has something to do with the fact that there's nothing in the way, nothing to run into and besides that there's nobody around to complain about the noise or the dust; it's just wide open country. People also come here because of the terrain, for miles and miles there's nothing but sand, rocks, weeds, hills, bushes and trails people think the rougher the better. As I said, I don't know what it is, but people seem to ride here a lot, and if you ask me, Antelope Valley is the best place to ride.

Ponderosa. Probably the most talked about place to race in the valley is Ponderosa, where hair scramble races are held the last Sunday of every month.

Willow Springs located a little northwest of Rosamond is another fine place to race or even ride. In Willow Springs some road-racing is done, but the best thing is the Four Aces Grand Prix which is held every year in the month of November or December.



In Four Corners and High Vista motorcross races are held, but mostly desert races.

Edwards Air Force Base is yet another fine place where motorcross races are held, almost every two to three weeks on Saturday or Sunday.

SPORTS OF THE ANTELOPE VALLEY

by Greg McClearen

There are many kinds of sports in the Antelope Valley. The desert is just great to camp, have fun, and go sport riding in. It's a great place to race in the sand. One thing about the Antelope Valley is that there are just miles and miles of nothing but desert scenery with most riding places far away from any homes.

Many riding places have been closed down because people out and riding in and around other peoples homes with a lack of respect for their property and privacy.

The authorities are now enforcing a law requiring special dirt bike licenses for all bikes not licensed for the street. Some of this money is planned to improve desert riding facilities.

On the dry lake beds, found only in our desert, some people fly small engine planes, some glide in their dirt sailboats, but the most popular sport in the dirt is motorcycle riding. Many Antelope Valley residents own motorcycles.

MOTORCYCLING IN THE ANTELOPE VALLEY

by Scott Delahoussaye

Cyclists from all over the state come to ride in the desert of the Antelope Valley. They travel for miles and miles just to ride for a couple of hours. As they ride and make new trails they tear up the beautiful desert. Careless motorcycling is dangerous. They start fires by not using spark arresters. They scare the animals away and tear up the desert. But the people who are careful motorcyclists care about the desert, they use spark arresters and try not to scare the animals.

There are a lot of nice tracks of all kinds in the valley for riding motorcycles. Of the nicest is Dead Mans Point in Victorville. Youngmen from all over the valley come to ride on the tracks. Like most other sports it can be dangerous. After a race they take their bikes home and get ready for the next week. Motorcycling is one of the most famous and fantastic sport in the world for the young and old.

OLD CAR CLUB

by Carla Reno

The Old Car Club was started with fifteen members and a dozen cars. Their first meeting was at Burt's Mine near Rosamond. Over the years, the club has increased to about 40 to 55 people, but since it's more like a family outing you might double that number. There are about ten of the original members still active. The cars now number about forty. If you

want to join the club, you must have an old car, be active and ready to go. The car must be earlier than a 38 Model T Ford or Model A Ford.

In the old days, about 1911, the road from Bakersfield to Los Angeles went to Lake Elizabeth and was paved. The Old Ridge Route came through Bakersfield, around the corner of Gorman, on to 167th Street West and past the reservoirs, then on by Fairmont and up through the hills and on to Elizabeth Lake then down through a canyon coming out at Newhall.

The club is active each month and enters all the local parades. On November 3, 1972 they were in the parade at the opening of the new freeway in Lancaster.

THE BARNSTORMERS

by Nancy Siebenthal

The barnstormers were great men and women of all shapes and sizes. They were aviators that flew around the United States in the 1920's and 1930's. They flew in World War I surplus aircraft.

At night they would find a nice size field near a small good weather they would sleep under the wing of the plane, or in bad weather they would sleep in the nearby barn when there was a storm. That was how they got their name. The best barnstormers were the ones that survived. The aircraft they flew in had many problems, both in the air and on the ground. They did some real crazy things like they transferred from plane to plane in flight or from a plane to a speeding car. Once they flew under a bridge in Riverside, California and made national headlines. When they came down the local police arrested them.

The barnstormers travels took them all across the United States. They competed with each other. Not in races or contests, but in seeing who could do the most difficult crowd thrilling stunts.

They took people up for rides so they could see their town from above. That was the way they paid for their gas, food and repairs.

CHAPTER V
WILDLIFE AND PLANTLIFE

WILDLIFE & PLANTLIFE

THE ANTELOPE

by Dave Kiepert
Bruce Weir
Steve Appier

The animals for which this valley is named, the antelope, are timid, graceful animals, which can jump 20 feet from a standing position.

The antelope in this valley were said to be pronghorn, but there are no real records on whether or not this is true. They supposedly stood about 4 feet high. The females weighed about 90 pounds. The males about 120 pounds. The antelope are very curious. They are also very superstitious.

Early records such as the writings of the Portola expedition (1769-1770), Martinez (1792), Bryant (1840-1847), and others all refer to the antelope and mention their great abundance.

Sheep had been crossing the valley for quite a long while, but in particular were the sheep brought by Gen. Beale in the 1860's. They ate the grass down quite a bit which made it hard on the antelope.

The railroad, which was built in 1876, caused great grievance to the antelope because they were afraid to cross it. So it worked out that there would be plenty of water on one side of the track but no grass. On the other side it would be just the opposite.

In 1886 there was a great snow storm that lasted several days and when finally it was over, four feet of snow covered the valley. This, of course, made food almost impossible to get. This cut the number of antelope down immensely.

Passengers of the railroad would get off here, shoot the antelope, board the next train, and sell them in Los Angeles for 50 cents apiece.

Sometimes the passengers would shoot at them from the train window and kill them just for sport.

To show how much the antelope decreased, in the late 1800's a group of cowboys from the Tejon Ranch set out one morning to try and count the antelope. They made a V shape around the valley and closed in. By noon they had counted 7,000 antelope and they decided to quit. The antelope decreased so much that in 1925 there were about 50 left.

Another of the many reasons that the antelope disappeared was that homesteaders that came in the late 1800's to the early 1900's brought cattle to the valley and they would build 20 foot fences around the water-holes so the cattle would have all the water. The fences were built a lot higher when they discovered the antelope could clear 20 feet easily. Then the antelope would sometimes get caught in the fence and the homesteaders would kill them and eat them.

In 1930 there were about 13 antelope left and a group of conservationists decided to rope them and take them to Montana where there was more chance of them surviving. But when they roped them around the neck the antelope fought so hard that it choked all but one to death.

The last one is accounted for by Bill Barnes who has the horns. The antelope had made friends with one of his cows and was staying at his ranch, but a careless person shot it with a 22 rifle and it ran over the hill to die where it was found by Mr. Barnes. This is the last record of any of the thousand antelope that used to be in the Antelope Valley.

ANTELOPE

by Terri Jennings

Antelope is the name of a large group of animals which have hoofs and horns. They are members of the same animal family as goats and oxen. They look much more like deer because most of them are slender and graceful.

Antelope keep their horns as long as they live. Among many kinds of antelope, both males and females have horns. The horns of the males are usually the larger. Some antelope have horns that are short and straight. The horns of others are long and beautifully curved, sometimes in a spiral twist. Some antelope horns are smooth, while others have ring-shaped ridges along their length. Their horns are never forked like the branch of a tree, as the horns of deer are.

There are many different kinds of antelope living in Asia, southeastern Europe, and Africa. No true antelope are found in America. Some antelope live in forests, and others on mountainsides. More kinds and greater numbers of antelope live on the dry or grassy plains of eastern and southern Africa than are found anywhere else.

Most antelope are timid. They run away from their enemies rather than fight. Some of them are among the fastest runners in the world. There are a few antelope, however, which defend themselves bravely with their horns when they must. Among these are the gnu, the roan antelope, and the sable antelope.

Antelope vary greatly in size. Some African kinds, such as the dik-dik and the dvikerbok, are not much larger than jackrabbits.

The skin of the antelope is covered with a smooth coat of hair. This

may be in many different shades and patterns. Brown and gray are the most common colors, but some others are black and white. Many have handsome black and white markings, especially on their faces. Antelope have been much hunted by man, both for sport and their flesh and skins. Certain herds of African antelope which contained many thousands of animals have been completely destroyed by hunting. Many of the most beautiful kinds of antelope have become very scarce, and some of these are now found only on private estates.

ANTELOPE

by Julie Sisk

The pronghorn antelope in Antelope Valley are practically extinct, except for a few in the Willow Springs area.

The adult buck antelope is a reddish-tan color except for the pure white on the side of it's head, breast, belly, rump, and the two front strips on the neck. The mane, under the ears, and the top of the nose generally have a patch of black. The female antelope is similar, except for it's a paler-tan color and the black patches aren't as dark or large.

Both female and male have horns, but the female's are more slender and smaller than the male's. These horns have bristle-like hair covering the bone core. The horns are "shed" each year in October or November and are fully grown in by July.

The weight of the male antelope range from 90 to 140 pounds, and are averaged about 112 pounds. The female is averaged at about 90 pounds.

The antelope feed on a variety of grasses, forbes, and browses. Sage-

brush makes up most of their diet.

Antelope are capable of running at amazing speeds for short distances. They have been said to run up to 60 miles per hour.

The antelope in Antelope Valley ran together in large herds, all over the plains. When the settlers first came they killed them for food. Later when many people had come, they just killed them for recreation or sport. They would kill them and leave their corpses. Some men would shoot them and bring their heads home to hang up on the wall and show all their friends what a great hunter they were.

When the railroad was built and trains came in the antelope were separated. The antelope would not cross the tracks because they were afraid of them. So they died off gradually because water was on one side and food on the other side of the tracks. Most of the antelope that were on the side which had water couldn't get it anyway because the farmers would fence it off. The fence was about 20 feet high. Although antelope are supposed to be able to jump that high most of them were afraid to. A few got over and others that tried usually got stuck at the top of the fence and were stabbed by the sharp points. The farmers would always come and check the water holes about twice a week and the few that had got over the fence the farmers shot them.

THE ECOLOGY AND WILDLIFE OF THE ANTELOPE VALLEY

by Paul Nelson
Matt Rupp

The desert fits together perfectly. People look at a barren desert and doubt that anything could live there. But they are wrong. The Antelope

Valley desert is a finely tooled survival machine. Everything relates to everything else. Only man breaks the cycle of life.

THE ECOSYSTEM OF THE DESERT

Desert flora and fauna must make special adaptations to stay alive in their parched world. Every animal depends on every other animal in a direct or indirect way. Abiotic (nonliving) substances start the cycle. Sun, water, air and soil nourish the producers (plants). Primary consumers like jackrabbits and insects eat plants. Plants provide the habitat for many small animals besides giving energy to the primary consumers. Antelope ground squirrels burrow in the roots of the Juniper plant and eat its berries and Joshua seeds. Jackrabbits eat grass and blossoms of many desert plants. Then the coyotes eat the jackrabbits. Secondary consumers like birds and lizards eat insects. Cactus Wrens and Crows and most other desert birds nest in Joshua trees and eat the small insects that live on Joshua trees. In the spring, many birds feed on the Joshua tree blossoms. Snakes and other large reptiles are the tertiary consumers of the desert. They keep the lizard population down and balance the cycle of life. Predators like buzzard hawks are at the top of the tower of food. They know not a single animal that eats them. These birds may break into the food chain at any part. The decomposers are the end of the life cycle. They return the energy locked up in dead animals to the soil. In the hot, dry, desert soil, decomposing bacteria work slowly. The remains of a dead rabbit or squirrel may still be there 10 years after the animal has died.

DESERT BIRDS

Birds are adaptable animals, as they can fly far and wide for food. The Antelope Valley has many different species of birds. Probably the most

common is the crow. Any day, almost any weather, crows can be heard "cawing" warnings to anyone who dares trespass on their territory. Crows are the most intelligent members of the bird family and are very interesting to watch. They eat insects and Joshua tree blossoms. Many other species of birds inhabit the Antelope Valley desert. Many of these species live and nest in Joshua trees. The insects living in and around Joshua trees provide these birds with food. Far ranging flights to water holes and birdbaths provide them with water. The state bird of California, the Valley Quail, lives in the Antelope Valley. I have come across flocks of these birds feeding on seeds 200 feet from the large tract of houses where I live. They scratch the dirt for seeds lying dormant in the soil. Another unusual bird living in the Mojave desert is the roadrunner. This strange flightless bird feeds on snakes and lizards. They can be seen in areas all over the valley. The birds inhabiting the valley besides those mentioned above are Mockingbirds, Cactus Wrens, Western Meadowlarks, Buzzard Hawks, House Wrens, and others.

MANS ATTACK ON THE ANTELOPE VALLEY DESERT

One hundred years ago man had made little mark on the Antelope Valley. The Antelope roamed free, and the natural ecology was in perfect balance. Then the railroad came, and the antelope died out. People found that the desert climate was therapeutic to some diseases and moved in. Antelope Valley? Hah! The antelope died out 50 years ago. Now thousands of motorcycles rip across the desert every week, tearing away what will not grow back for 30 to 40 years. "Developers" are clearing away land for tract houses. An intercontinental airport is being planned, smog is creeping over the mountains from L. A. and being made here. What next?

THE ANTELOPE STORY

The Pronghorn Antelope disappeared from the Antelope Valley for a number of reasons. The first was the railroad. In 1879 the Southern Pacific put a railroad through the Antelope Valley, right smack in the middle. The second reason was the winter. That winter (and several winters to come) was very hard. The Antelope refused to cross the tracks, and could not go to feed. Thousands starved because of the snow alone. And thirdly, when the train became a regular passenger line the few surviving antelope were shot indiscriminately from the train, much like buffalo had been shot in the midwest. The last proven antelope sighting was made in 1922.

THE AIRPORT

The people who are for the Palmdale Intercontinental airport have good reasons. The airport would bring jobs, money and fame to Lancaster. But those are not the only things it would bring. This airport would be able to handle 100,000,000 people a year, compared to L. A. International's 40,000,000 a year. The Antelope Valley would become a twin of the L. A. basin. Thousands of people would move in. (the population of the Antelope Valley is estimated to quadruple in 10 years if the airport come in) Almost every square foot of the Antelope Valley would be paved over. The exact ecological effects are more complicated. When the land is cleared for the airport the animals living in that area would flee to the surrounding area. This would cause a food shortage in that area, as land can only support so many animals. Some of the extra animals would die, and some would go to other surrounding areas starting another food shortage. In a few years the balance would restore itself, but more building around the airport and

more houses and more people would send new shock waves through the natural ecology. Then the smog would come in, then more houses and more people, and more noise, until the natural ecology will be injured beyond repair.

PLANTS OF THE DESERT

Joshua: The Joshua tree (*Yucca brevifolia*) is one of many plants in our Antelope Valley desert. The Joshua sometimes may stand 50 feet tall but most trees only grow about 20-30 feet tall. Like many other desert plants, the Joshua must be able to withstand high winds and little water and strong sun, but the Joshua will readily take on any of these elements. But because of its thick fibrous bark, many small roots mingle with the soil in search of every drop of precious water. The Joshua has one strange trait: irregular growth of its branches and stiff spiny needles.

THE TUMBLEWEED

The tumbleweed that is so common to our valley was originally introduced to our valley many years ago; it is a type of Russian thistle (*Salsola kali*). The tumbleweed got it's name from its tumbling action during a wind storm.

REGIONAL STUDIES LOG

by Paul Nelson
Matt Rupp

This is a series of random thoughts on the A. V. desert. Most of them were taken sitting in the desert. During our travels through the A. V. desert we have had many impressions and interesting experiences. Here they are for the world to read.

These next notes were taken from the field headquarters of our project, an old Joshua tree we fondly call AVC Eco-lab I. From its branches we can observe the desert life without interfering with it. This tree is a one-way window to the mysteries of the desert.

AVC Eco-lab I - - - - 5:00 A. M. - - - - 10-28-72

Is very cold. We just heard a coyote. Or was it a dog? . . . don't think it was. The A.V. desert is downright weird before dawn. IT IS COLD!! We are situated in a Joshua tree. We are high above any danger. (rattle-snakes, scorpions) - P. N.

AVC Eco-lab I - - - - 5:15 A. M. - - - - 10-28-72

Still sticking it out in our giant perch. Getting much colder. Brr. Just heard rustling sound from bushes. Think it was snake. Maybe rat. Well - M. R.

AVC Eco-lab I - - - - 11:30 A. M. - - - - 10-28-72

We are looking out over the desert near house. The mark of man is ravaging the Antelope Valley. How long before this tree is bulldozed over?

Can hear many bird calls. . . . is scanning the desert for life. There is an almighty stillness and peacefulness about this place, one that most people would never detect. How long before this place is plagued by human thoughts and worries and the stillness is destroyed? - P. N.

AVC Eco-lab I - - - - 11:40 A. M. - - - - 10-28-72

It is amazing how the temperature affects us and the A. V. desert. For instance: At 5:00 A. M. everything was still, not a rustle, (just one), supposedly coyote. My hypothesis is that the temperature and light affects the animals, stimulates motor units, i.e., slow the animals heart and lungs

to a bare minimum. - M. R.

Center quadrant J - 30th - - - - 1:30 P. M. - - - - 11-4-72

Weather is quite windy. Temperature about 70 degrees F. Does not seem to be much life. To the east of me there are clouds. Maybe a rain-storm is coming. The birds are active despite the wind. Dominant today are crows

2:00 P. M.

I have just seen a jackrabbit. I was walking along and suddenly he/she sprang from the bushes 20 feet from me. It was a blacktail. I ran after him but he disappeared into some brush. When he had run about 20 feet he began to circle. I estimate he was running about 15 m.p.h. As he ran, his ears stood up stiffly. The way he jumped away kind of looked like he was waiting for me P. N.

The Hole - - - - 2:00 P. M. - - - - 11-16-72 - - - - Temp. 60 degrees F.

Complete cloud cover. No active life except crows. Very quiet. No sound but those of human habitation. Very still. I hear many bird calls but I cannot see the birds. (making the bird calls) Brr. It is cold! AVC-1 looms above us. It has been raining lightly for 10 minutes at least. The reason there are no active birds (except crows) is this: The air pressure is low (that's why it's raining) so they cannot fly. Raining harder now. We'd better leave. - P. N.

The Hole - - - - 3:15 P. M. - - - - 11-19-72

Today has been fruitful. . . .saw 5 jackrabbits and my most dramatic experience is this: I was walking along, camera in hand, . . . then a jackrabbit bursts from the bushes just 3 feet from me. I broke into a run so he would start to circle. My plan was to head him off as he circled

and get the picture. The circling behavior was proved. (by the rabbit)
The hare started to make a 50 yard in diameter circle. This was a young
blacktail jack, possibly not even a year old. He was moving about 20 m.p.h.
- P. N.

Shinar Juniper, Eastern Quadrant J - 30th - - - 2:50 P. M. - - - 11-24-72

Very good day. All is very silent. The only sounds are a few bird
calls. But the place is vibrant with life. One can feel the pulsating
activity. - P. N.

Western Quadrant - - - - 3:30 P. M. - - - - 11-24-72

Still have only seen one jackrabbit. Maybe the time of day affects
their activity. I know hares are nocturnal, so maybe 5:00 P. M. is the
best time of day to see 'em.

Way out here in Quadrant West, the silence is almost frightening. It's
not hot but no life is active. Wow! Most of the time the desert is alive,
but not here. The silence of the dead surrounds this place. Very unnatural.

Northern Quadrant - - - - 4:00 P. M. - - - - 11-24-72

I just had the wierdest experience with a jackrabbit I ever had. This
is what happened: I was walking along when I saw a jackrabbit standing up,
with his paws out, like a dog begging. And he was 25 feet from me! I stood
there, watching this strange incident. Then I slowly inched to the cover
of a bush to get a picture. He kept standing. By all rights if I was a
coyote, he would be hanging in my jaws right now

30th Street West

7th

Day
Adventists
Church

Woodpecker
Tree

AVC
Eco-lab 1

The
hole

Helmet
Tree

Robinson
Ridge

"Mean Arc"



Wiswells
house



The
Dumps

The
Gravelyard

Ave J-8

REGIONS

by Gigi Richardson

Animals in the Antelope Valley are found in certain areas or regions. Some in the mountains around the valley, others in the lake or desert areas. Here are lists about large and medium sized animals, compiled from our knowledge of these animals and where they roam.

DEER

Here in the Antelope Valley, we have one prominent species of deer, the California Mule Deer. This type of deer is found in the Tehachapi Mountain Ranges. These deer have six species in California.

Primarily, deer are browsing animals, eating leaves, twigs, buds, and shrubs. They also eat acorns, wild grasses, and most other green plants, but deer also like garden plants and grain, as farmers in the area have found out.

The deer's hearing is their best sense, but they are very alert animals. Air movements govern it's sense of smell, which is very fine. Although deer have poor vision, they are quick to catch movement and are very fleet.

Mule deer have large ears and bushy tails, and they are the most abundant species of deer in California. They are of moderate size and medium coloration, and are easily recognized.

ANTELOPE

The antelope, for which our valley was named, were once spread all over California, so the cruel and ruthless killings weren't just in the Antelope Valley. When the railroad came in, people would see how many of these animals they could maim or kill while passing. Farmers would go, shoot about

20, and leave them to rot on the desert. Finally, the last antelope was dead, and their species was gone from our valley, perhaps forever.

BEAR

The California Black Bear or Sierra Nevada Black Bear's range goes through the Antelope Valley. Quite possibly, bear are in our valley, in the mountains or lake regions.

Bears are omnivorous in feeding habits, eating berries, insects, honey, carrion, fruit, nuts, fish, frogs, and most other foods that they can find. Occasionally, they will kill domestic animals, such as hogs, calves, sheep, dogs and others. Since bears are carrion eaters, they are sometimes seen eating the remains of some animal, and then are accused of killing that animal. In some areas, if the bear population gets too large, some bears will terrorize farms and campsites, which others will take to eating the inner bark of trees, which is harmful to forests.

Bears' color ranges between black to cinnamon, but they are all in the same species.

MOUNTAIN LION

The California Mountain Lion's region goes sparsely through the Antelope Valley, but these animals are scarce and hard to see or find. Although hampered by civilization and constant threats, the mountain lion is holding his own in the brush and mountains of the Valley and of California. There are about 600 mountain lions left in California, as of a census taken in 1968.

An adult mountain lion may weigh 110 to 165 pounds, and may measure six to eight feet long. They are pale yellow or tan in color, and are well equipped with cunning, sharp claws and teeth.

A mountain lion eats almost any animal found on their range or in their region. They are known to have killed bighorn sheep, elk, goats, cows, burros, colts, domestic sheep, porcupines, and many more. Deer also are fed upon, and they make up a large part of food for the mountain lion.

The medium sized animals in California almost always can be found in or near the Antelope Valley. Although the estimates of the regions of these animals are as close as possible, these animals may wander into the valley in search of food or in flight from an enemy, and in the Antelope Valley we are surrounded by animal ranges.

RACCOON

The "Coon" is the most popular of all animals. A natural bandit, it is a favorite in children's books, and in cartoons of all types.

A well built animal, the average coon weighs about 10 to 16 pounds. It's fur is shaggy and coarse, and it is gray with brown and black shadings on its hindquarters and on the back of it's head. His tail is roundish and has a thick covering of fur, with dark black or brown rings.

The coon eats ripening fruits and vegetables, seeds, fish, insects, small birds and mammals.

SKUNKS

The skunk is a member of the weasel family, and looks like a fat house cat. To the unknowing, the skunk is quite a surprise.

The skunk has a long plume-like tail, with the bottom half of each hair white, the outer half black, with a white tip.

The skunk has a small, hard, short nose, and round ears, with a black face. They are very furry animals, and their fur is thick and smooth in

appearance.

The skunk is an omnivorous animal, eating fruits, berries, insects, eggs, and other small animals. In the winter hibernating insects, rodents, and carrion supply food for the skunk.

The scent glands on a skunk are under it's tail. If it stamps it's front feet, it is warning you to stay clear or suffer the consequences.

If then left alone, the skunk will walk away, but if attacked, it can shoot it's oily smell up to 10 feet.

KIT FOX

The Kit Fox or "Desert Swift" is the smallest of California's three foxes. It is a slender, almost dainty animal, with large eyes and a bushy tail.

The Kit Fox is nocturnal, and is almost always found in or near its burrow. It eats pocket mice, kangaroo rats and occasionally carrion.

This fox is a grayish-yellow with reddish-brown shading, with white underparts. It is a very swift animal.

COYOTE

The "Little Wolf" is found in all zones in California. It is a member of the dog family, and is about like a medium sized sheperd dog, except for the tail which is round and bushy.

The coyote's muzzle is narrow and its ears are stiffly erect. Its legs are slender and its feet are smaller than a dogs feet.

Coyotes are a tawny brown with a black tip on their tails in the low deserts. In the higher elevations their color ranges to various shades of grey.

The coyote possess speed as well as endurance. It can catch its

prey with ease. The diet of large coyotes consists of deer, sheep, and poultry as well as the forage of the smaller coyotes. Most any meat or fish, fresh or spoiled, and occasionally fruits and vegetables will be consumed. For the most part the main diet consists of small rodents, insects and reptiles.

BOBCAT

The bobcat is about the size of a medium sized airdale dog, and weighs about thirty pounds. It is easily recognized as one of the cat family.

The bobcat has tufted ears, and long hairs on the jaws like old fashioned whiskers. The tail is 6 to 8 inches long and is black tipped with white on the end.

Its general color is grayish-brown with dark spots on the back and legs, and creme or pinkish-buff colored underparts.

The bobcat's meals consist of rabbits, squirrels, mice, rats and gophers. The bobcat will also eat turkeys, lambs and even small pigs if they are in the area.

THE BIRDS OF THE ANTELOPE VALLEY

by Paul Martin

The birds of the Valley combine to over eighty species. These birds are mostly residents, but some are casual visitors and migrators.

Water birds may be found at places such as Bouquet Canyon Reservoir and Elizabeth Lake. These birds vary from ducks to sandpipers, including other smaller groupings.

Desert birds throughout the valley are quite common from Wrens to

Hawks and Eagles.

On a trip to a fresh body of water in the valley one could see a variety of birds. At these bodies of water most common birds are Long-billed Dowitchers; Ruddy Ducks; Marsh Hawks; Black-necked Stilts; American Avocets; Least Sandpipers; Mallards; Short-eared Owls; Savannah and Lincoln's Sparrows.

In the small valleys to the south of the valley in the wooded areas many Great Horned Owls; Red-Shafted Flickers; Acorn, Downy and Nuttalls Woodpeckers; Plain Titmice; Bewicks Wrens; Blue-gray Gnatcatcher; Western Wood Pewees; Huttons Vireos; Orange-crowned Warblers; American and Lesser Goldfinches; Hooded and Bullucks Orioles; Black-headed Grosebeaks; Lazuli Buntings may be found up a great deal of the species in the Valley.

Around the desert common birds are birds such as Golden Eagles; Red-tailed Hawks; Gambets Quail; Chuckars; Roadrunners; Burrowing Owls; Say's Phoebe; Horned Larks; Common Ravens; Cactus Wrens; Loggerhead Shrikes; House Finches; Western and Mountain Bluebirds. These are just the more common birds of the many species that live in the desert.

The birds of the Valley are very interesting. They are different from birds in other areas of Southern California. Some people may think that the birds that live in the desert section have a hard time finding food or living in the desert but these birds are habitated to the desert and therefore are normally found in the desert.

Many birds migrate through the Valley which brings excitement in the migrating seasons, spring and fall. Some such birds are the Northern Phalarope and a variety of other water and land birds.

One of the most appreciated families of birds of the Valley are the

Hawks. There are many species of them, thus making them interesting. Hawks are birds of prey, their prey here is usually jackrabbits and small rodents. The attack is very exciting, the hawk soaring high, watching his target closely, then they will dive at their target, close to the ground again spread his wings some and pounce on the animal. His crushing claws and tendons almost immediately kill the animal unless it is rather large prey. Some of the hawks that live in the Valley are the Red-tailed; Marsh; Coopers; and Swainsons. Another smaller hawk is the Sparrow Hawk and does not hunt like the larger hawks but does often prey on smaller such prey.

RATTLESNAKES

by Richard Whites

Rattlesnakes are the most deadly snakes in North America. The Rattler's family of snakes is called CROTALIDAE. All rattlesnakes should be avoided because they do not always rattle before striking. Rattlesnakes are born alive and can give painful bites. Quit trying to catch one or you might join the long list of people that have been bitten. Here we have around five different kinds of rattlesnakes out of 28. The amount of people that have gotten bitten by rattlesnakes in the last few years has gone up a lot. The reason for this sudden rise lies in the person. This person just goes running through the brush without caution. But many also just walk too close to the rattlesnake and surprise the snake. But just after winter the snake needs to shed it's skin. And it will strike at anything that moves. The biggest rattlesnake ever recorded was 7 feet 4 inches long. It was true that if you got bitten you were dead if a doctor was not on hand. Now

days if you get bitten you just get help in less than one hour and the hospital can usually start a cure and have a cure that will help somehow.

POISON. The poison that travels through two hollow fangs. When the rattlesnake is just moving along the ground, the fangs are folded up in to the roof of the mouth of the snake. But when the snake is angered the fangs fold down and the snake opens it's mouth so the fangs are in plain sight but this happens so fast that only cameras set to do this type of work can catch the snake doing this. The rattlesnake has two fangs, one fang on each side of the mouth. The sound of a rattlesnake can be imitated by putting several thimbles on top of each other.

TERROR OF THE WEST MOJAVE GREEN RATTLESNAKE

by David Spann

The Mojave Green Rattlesnake is an average size snake, with olive green markings or occasionally brown or yellow. The snake is said to be the most dangerous rattlesnake in the world. There is no known anti-serum for it. According to the Desert Survival School, there is no one who has survived the bite. The snake inhabits most of the valley. Similar species: Western Rattlesnake, Western Diamondback Rattlesnake.

JACK RABBITS

by Kim Corbisier

The Jack Rabbit is eighteen inches in length and from three to six pounds in weight. Rabbits have really long and powerful hind legs. Their

hopping gait leaves a very unusual track. The powerful hind legs of the Jack Rabbit enable it to travel at speeds up to forty-five miles per hour. The rabbit has a pair of small upper teeth directly behind the incisors which are not present in the rodents. A rabbit will not use its teeth to bite in self-defense.

Jack Rabbits abound in the western part of North America, they are usually about two feet long and have prominent ears. They are serious pests in many areas. In Harney County, Oregon bounties were paid on a million Jack Rabbit tails in a single year.

Sufficient protection was not made against the Jack Rabbits, which would gnaw the trees and cut the grain off at the surface of the ground. In later days many rabbit drives resulted in great relief from their ravages. These events would be widely advertised and thousands of people would come on special trains from Los Angeles and vicinity, some as spectators, and others to take a more active part in the sport.

The men on horseback and on foot formed in a large circle about the area to be driven, then gradually closing in drove thousands of rabbits before them into improvised corrals, where they were beaten to death with clubs.

Jack Rabbits are true hares. The hares, unlike the cottontailed rabbits do not build a nest. The mother just chooses a place to her liking and the young are born, fully furred, with their eyes wide open. They are able to hop around soon after they are born.

There are three members of the hare family native to California. The Blacktail, the Whitetail, and the Snowshoe or varying hare. The Blacktail and Whitetail hares are commonly called jackrabbits. The Whitetailed jack

is the largest of California's hare family. The Blacktailed jack, which prefers to live in the flat open country and in the valley, the Whitetailed jack lives in the hills and mountains. In their summer coat, in areas where the ranges of these two jackrabbits overlaps. The tail of the Blacktailed jack is brownish underneath; the tail of the Whitetailed jack is white.

The Snowshoe rabbit is the smallest hare. It looks more like a cottontail rabbit. Its ears are shorter than its head, but the underside of its tail is brown. The Snowshoe rabbit (like the Whitetail jack) goes through two annual molts. In early winter it turns snow white, except for the tips of its ears, which stay black. Its feet become covered with a mat of long hair, to help it run over the soft snow. In late spring it molts again to a summer coat of grayish brown. The Snowshoe rabbits range is a long narrow strip from the Oregon border down through the higher elevations of the Klamath, Cascade, and Sierra Mountains as far south as Tuolumne County. There are a few Snowshoe rabbits in the Warner Mountains in Modoc County. The Snowshoe is seldom seen for it prefers to live in dense fir thickets and in winter is isolated by deep snow.

In appreciation for this unusual service, the rabbit laid eggs for the spring festival of the goddess. Among little known superstitions is the one that the left hind foot of a rabbit taken into a churchyard at midnight when the moon is full, will shield its owner from evil. American Indians have hunted rabbits since early times, looking for them for food and for clothing. To catch them, they formed circular or v-shaped lines over a wide terrain which abounded in rabbits then (as said) they were beaten with clubs.

HOW ABUNDANT ARE THE MAMMALS IN THE VALLEY

by Duplechan, Lloyd
Floyd, David
Barney, Brian

Amphibians.	1,000
Mammals	2,000
Reptiles.	4,000
Birds	5,600
Fish.	2,000
Insects	400,000

The animals on the following pages show what
kind of insects and animals live in the valley.

TRACKS OF THE LARGER MAMMALS IN THE VALLEY



Jack Rabbit



Cottontail Rabbit



Domestic Dog



Gray Fox



Coyote



Deer



Bobcat



Raccoon



COYOTE

Coyote is classified as a scavenger, however, it hunts for most of his food.



BOBCAT

The Bobcat is rarely seen in the day. It does most of it's prowling at night. It preys on birds, rabbits and other small animals.



TRACKS OF RODENTS



CHIPMUNK



GROUND SQUIRREL



WOODCHUCK



MEADOW MOUSE



MUSK RAT



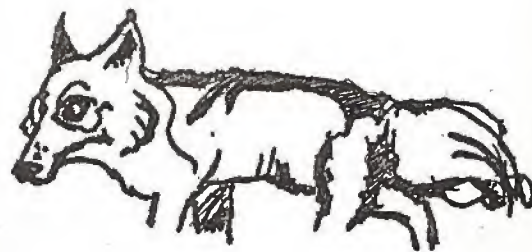
BROWN RAT



GRAY SQUIRREL



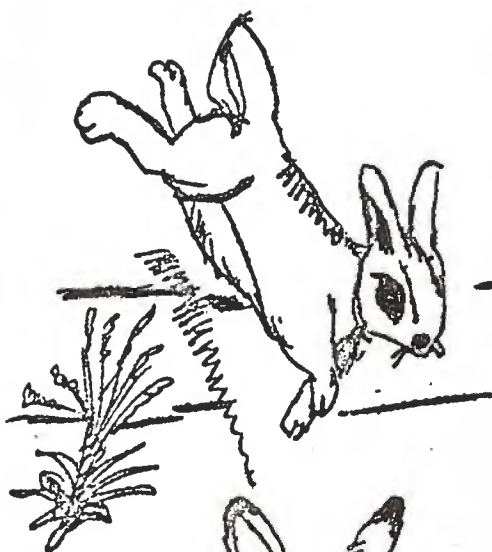
Gray Squirrel



Gray Fox



The Badger
can be found
almost anywhere
in the mountain-
ous areas of
the Valley.



Cottontail Rabbit



Jack Rabbit



Skunk



The gaping strike of a rattler. They stab, rather than bite.



The Striped Tailed Scorpion is a venomous anthropod from the American Southwest. A sting from this anthropod can cause painful wounds, but is by no means fatal.



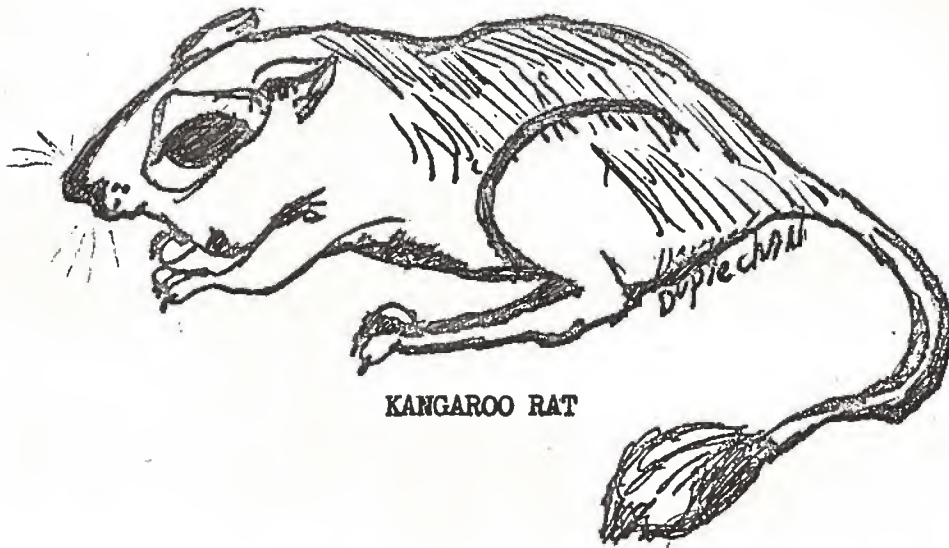
THE BARN OWL
(*Tyto alba*)

The Barn Owl, 11 to 16 inches, is found worldwide in temperate regions where winters are not severe. The plumage is variable. Barn owls live mostly on rodents, so they are helpful. Their eyes are rather small for nocturnal birds, but their ears take up most of their skull.

The call is an eerie shriek, and hissing, snoring, and chuckling notes are also uttered. Long wings allow this owl to glide silently over meadows or woodland country. Its numbers depend on the abundance of rodents, and when these are plentiful, Barn Owls lay twice a year.



SCREECHOWL

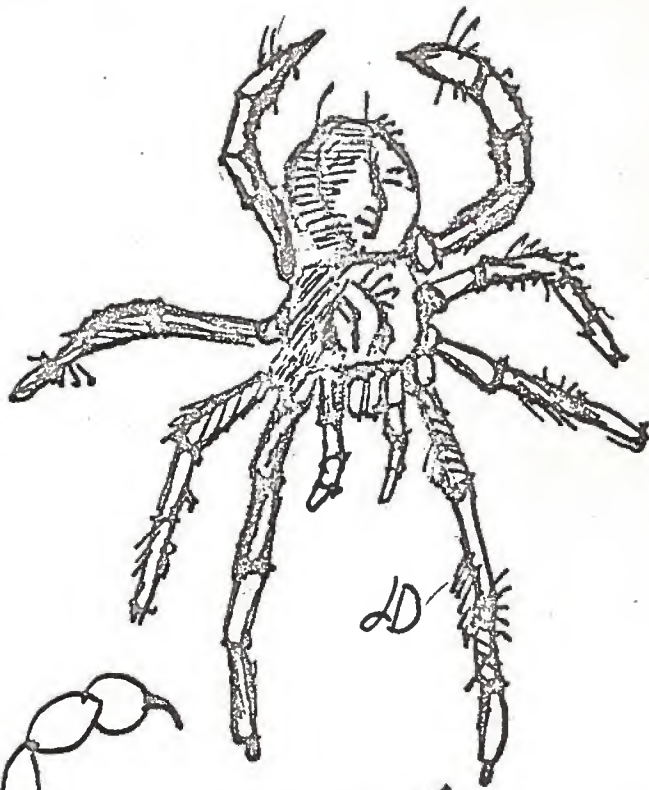


KANGAROO RAT

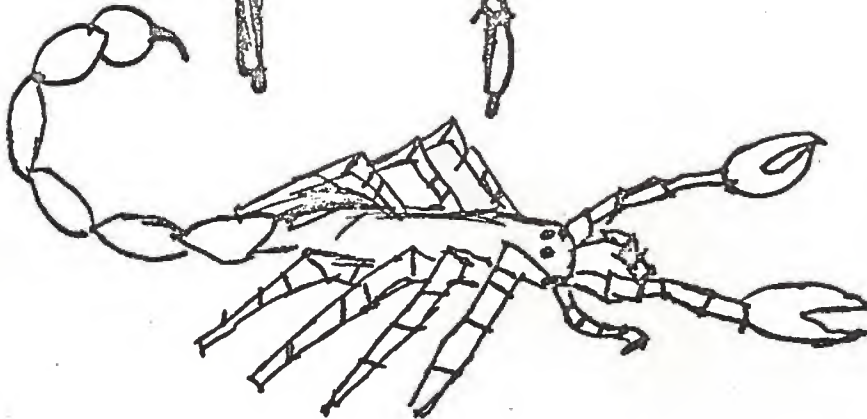
The Kangaroo Rat gets its name from his hind legs that help him escape his enemies by leaping like a Kangaroo.

He is so fitted for the desert that he can go through his whole life without taking a drink of water.

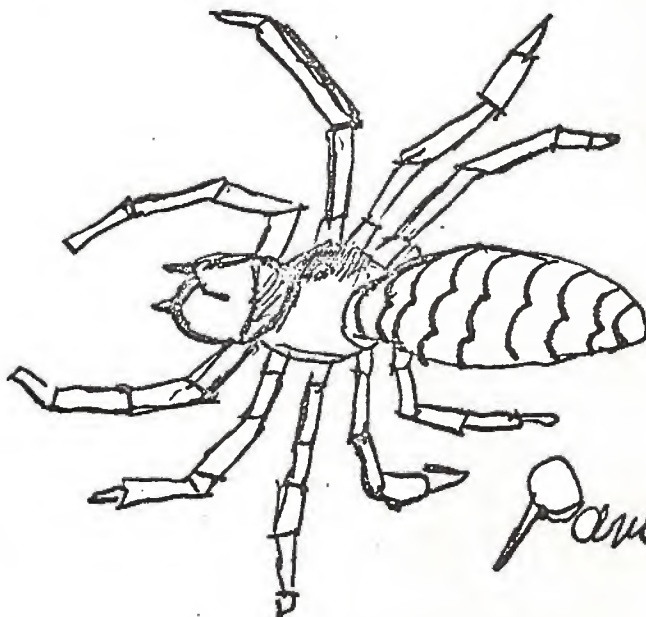
He is also a source of food for our friend above.



The Trap Door Spider, a peaceful arachnid; builds burrows in the dry soil. Eats unsuspecting insects.



The Scorpion, a stinging animal that inflicts a painful bite with the stinger on the end of its tail.



The Wind Scorpion is a rare insect found in the Valley where it feeds on small insects.

Pand. Floyd

JOSHUA TREES

by Diana Richardson



Joshua Trees are a weird sort of tree that grow right here in the Antelope Valley. These tall prickly giants of the desert are frequently described as ugly, simply because - they are. These trees have no particular shape as most trees do and it has yet to be found to have a use.

(it's useless) It provides little shade during the hot summer but it does bloom flowers and lilies at that! They don't bloom every year because they must have certain weather conditions. Another unusual thing is that the lily bud depends entirely upon the Yucca moth for fertilization, otherwise they don't bloom.

The Yucca moth lays four or five eggs in the pistil of the flower and when they hatch they feed off the seeds of the flower. Since they only need about 20 seeds until they fly off and the Joshua tree has well over two hundred there is plenty enough for new trees to start. These Yucca moths cannot live off anything but what the Joshua blooms.

Once in a while during May or June these Joshua trees bear fruit. Although it isn't very tasty you can taste it if you like the taste of dirty soap. Yuck!

The Joshua is very prickly and the pricks stick into you but you really wouldn't know it the way the lizards squirm on it and the way the squirrels run up and down it so watch out because they hurt.

The Joshua is known to reach great heights at maturity. The thick prickly branches divide out at the top into bunches of blue-green leaves. (These leaves look like swords) Its pretty useless except it makes a real scary noise when the wind blows and old pieces of it burn pretty good when they're dried up.

There are several different stories on how the Joshua got its name, but here are some of the more likely ones. "One concerns the Mormons searching for the Promised land by following the way pointed by the arms of the Joshua tree." In another, God sent a message telling him to follow the way pointed by the trees and he was received through this guidance.

However the Joshua got its name and however it ended up here is still a mystery to many, but to me the Joshua is a symbol of the great desert.

SPRING SPLENDOR

by Debbie Berry



As you drive towards Fairmont, Leona Valley, or any other of the numerous areas of wildflower fields, a long strip of desert appears to be aflame. As you get closer you discover the

"flaming desert" is really a field of wild California Golden Poppies mingled with delicate Yellow Coreopsis. The massive fields are at their peak on this sunny April Day, and several families are seen midst the flowers.

Someone who has only been to the Antelope Valley in the fall, winter, or late summer can never imagine how a lonely desert with scattered sagebrush, Joshua trees, and rolling tumbleweeds can become a land of radiance and color. Actually, there are over 120 different kinds of wildflowers growing in the Antelope Valley.

Many things are being done to save our wildflowers from a growing Antelope Valley. Wildflower sanctuaries are popping up, and maybe in time a new National Park. "Pennies for Poppies" are being donated.

By midafternoon the poppies start to close. Most tourists leave now, and on the way home a great variety of wildflowers are seen. Tidy Tips, Thistle Page, Lupine, and the Desert Candle are just a few of the beautiful flowers that are spotted.

Wildflowers are not the only fascinating plants in the Valley. Elderberry bushes make great Elderberry jam. Many plants can be made into tea. Did you ever look at the unique shapes a Joshua tree forms? And yet some still consider the Antelope Valley a desert of sand and sagebrush.

The A. V. fairgrounds serve as a wildflower center in the spring. Any information you may need as a tourist can be obtained here. It's nice to know that with great things like the airport and the freeway coming in, that there is still some concern of wildflowers. They still are a big attraction and they bring tourists yearly.

THE WILDFLOWER FAMILY STARS IN A SECRET VALLEY

by Ginger Poborsky

Once upon a time in an unusually far-away place a DESERT TRUMPET sounded. Now this place had millions of little people scattered about performing their daily work. As the trumpet sounded, their break for lunch began.

The family which I am to visit has the last name of GILIA. While they were having their break, I rushed over to them in the dusty SAND. VERBENA, the leader of the valley and to be exact, the DESERT PARSLEY valley, was waiting for me. I informed her that I needed a place to spend the night. She directed me toward her family. Verbena introduced me to her children, PARRY GILIA and PRICKELY GILIA. There, in a pen, a UNICORN, believe it or not, was prancing about. It was their pet. He was a cute little thing, only a baby. They had named him Mr. MALLOWS since he loved marshmallows. The kids and I played with him and before we knew it, the evening sun had set. Parry suggested we turn in for the night, for at night bitter cold strikes the DESERT. CANDLElight filled their living quarters as we sang songs and read books. One of the best books was GOLDEN PRINCE'S PLUM YELLOW. She was very ADORNED. MILKWEED was our evening snack. That night I slept well.

The next morning I woke up and got dressed to find Verbena and POPPY (the man in the family) crying. Parry and Prickly were gone! We set out on a search at once. After searching for three hours we stopped and ate some BEAN PODS. They weren't that tasty if you ask me. We set out on our search again. We finally found them being threatened by the HELIOTROPE,

a giant monster covered with THISTLE SAGE. When we tried to get them free we were caught also. We all screamed. Help! Help! Nothing happened. Finally Poppy pulled out a small picture of a RED DESERT PRIMROSE done with a very small PAINTBRUSH. It smelled like fresh flowers. The monster turned and ran away. I asked what happened. They said it was a good luck charm and that I might have it on my way home. So as not to be harmed, I took it and started for MARIPOSA, my home.

Now I tell you: If you ever stumble across this valley far to the west, just keep on going and don't stop!!!

The End

Now meet the cast



"Hi, my name is Sand Verbena. I am lavender in color. My leaves are a dull color and I grow in the sand with my friends."

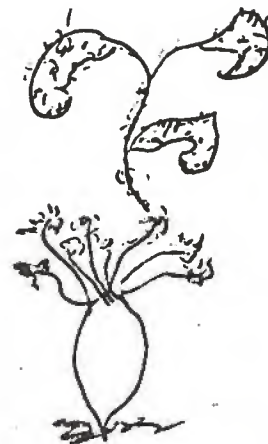


"Hello! I'm Prickely Gilia. I'm related to Parry Gilia. We grow on hillsides. I feel sorry for Parry. You see Parry is only 5 in. and that's not very big since the tallest is 2 ft. We're desendants from the Phlox Family. Hope you can drop by and see us some time."



"Hello. I'm Desert Parsley. I'm not the kind that bores you with unnecessary (JUNK) if you'll excuse the expression. Just one thing though, please come and see me. I live in the Mojave Desert. Okay?"

"Howdy! My name is Heliotrope. Oh no, not the monster in the story! I'm really a nice guy. My petals curl in the oddest sort of way. I'm always being tickled by the hair on my arms, (petals). I just happen to be deep purple in color."



"Hi. Desert Trumpet is my name, I'm 2 ft. high. My name surely fits since I have a leafless inflated stem. I'm orange-red but my mother was yellow. Good old Mom, she really understood me."



"Hi! I'm a Unicorn. Only not an animal. A plant. My favorite color is yellow. Probably because I am yellow. When I'm in full bloom I really fan out! Well, good-by."

"Dear fans, my name is Milkweed. Adorned Milkweed. Guess what! I contain a milky substance, latex, in my stem. That's how my parents named me. They thought I was the cutest little tyke that they ever saw! Figures. Well, then I got nicknamed Adorned I grew to a full 3 and a half ft. They were so proud. So was I."



"Howdy all you folks in television land. My name is also used to paint. It is Paint Brush. I'm orange, with a little red in me. Too bad you can't paint with me, it's such a beautiful color. I'm a little one in our bunch, because my father is 20 in. and I'm only 12. Us Paint Brushes are from the Figwort family."



"Howdy Partners. I'm Thistle Sage from way out west growin' in a crowded field. We're havin' a convention. I shouldn't get much pushin' and shovin' 'cause I have sticky skin. At least from other flowers, but I sure have a problem with the birds and the bees. Ha! Ha! They eat my seeds and nectar. Indians also ate my roots. It's a wonder I lasted this long!"



"Hello, I'm Poppy. I think the reason I got my name was because I am so popular. In California that is. As you rprobably know I am a golden-orange in color. I close up during the night and open in the daytime so you may see me. I even have a family. The Poppy Family. Fancy that!"



"Hi! My name is ????. You guess it. Well, I'm red and I live in the desert. I'm a real full flower when in bloom. I look like the picture to the right. I have big floppy leaves that are sort of prickly. What am I? A Red Desert Primrose!"



"I'm Golden Princess Plum Yellow, coming to you from fairy tale land. Well, not really. I am in the Antelope Valley. I'm purple and yellow. My leaves aren't much, but they're leaves alright. Everyone calls me 'Skinny'. Probably because I am!"



"Hello, my name is Mariposa. I am a light lavender color and I grow up to one foot high, but I'm not there yet. I sort of look like a tulip. I have a slender stem. You can eat my bulbs if you like flowers. I am also known for very skinny leaves. Good-bye."



"Hi, my name is not very hard to memorize because it is almost like a favorite food, marshmallows. It is Mallow. I am an orange-red color. I am the tallest of my species - six feet. I am supposedly known to grow close to marshes, but I grow in the Antelope Valley, on some volcanic rock. So long, your friend always, Mr. Mallow."



"Howdy, partner, I'm the old Bean Pod. I am yellow and have millions of tiny little buds on my stem. I don't at all look much like a bean pod so don't ask me how I got that name."



"Hi, I am a Desert Candle. Everyone likes candles, especially me. My long slender stem reaches up to lots of purple and gray buds. Come and see me sometime. My neighbors are red when they bloom."



EDIBLE PLANTS IN ANTELOPE VALLEY

by Ginny Gunzel

Antelope Valley is really not a true desert but is called a semi-desert. Deserts do not have much water and they have high temperatures and sandy soil. There are many plants which grow or have grown in our deserts that people could eat or have eaten.

The word edible means "fit to eat; eatable".

Acorns were used by the Indians. They are to be found almost anywhere. They ground their food on stones and used them in an acorn soup or mush. The Indians mixed the meats, with hardwood ashes and water. This took out the bitter taste. They either poured boiling water through the flour or put it in sand and let water run through the mixture. This made a dried paste to be used in corn cakes or muffins. To make a soup they heated the meal in water. The Indians used no seasoning. Acorns could be dried in a slow oven and either eaten as they were or ground into coarse bits and used as other nuts or ground into fine meal.

The nut from the pine tree was also eaten. In Pine Canyon there is a tall pine with gray green needle-like leaves. They grew in groups of three. Digger pine has long, coarse needles. The cones of this tree are heavy and can be up to ten inches long. The Indians gathered the seeds and ate them.

Sometimes even the pine needles were eaten. The Indians boiled them and used them to flavor their meat.

The wild buckwheat has a long blooming season and has very good honey. Buckwheat is an excellent bee plant. The Indians used the leaves for headache and stomach pains, and used a tea from the flowers for treating people with high blood pressure and breathing problems.

Gooseberries are plants which belong to the shrub family. The fruit is a juicy berry often covered with an outer covering which has sticky bristles. It is a tart berry but makes excellent jelly.

The Elderberry has berrylike fruit which is dark purple with a crimson juice and it is also used for jam and jellies. It usually blooms early in spring. The berries make excellent pie and the flowers and berries both are used for wine.

Mexican Tea or Squaw Tea is a shrub which grows to be about 3 feet high. Many people make a pleasant tea from the stems which are boiled in water.

Many foods were gotten by using the roots of plants found here and then cooked.

Water from some cactus can be used to drink if needed. The Indians found many uses of plants found here in Antelope Valley and many of these same foods are used today.

EDIBLE PLANTS

by Marilyn Anderson

Here are some of the edible plants that Indians used and are still used today, also explained is what they are used for.

Bullbrush can be cut at the base of the stem which is white and added to a salad. You can also eat the roots raw or roast them and grind into flour.

Manzanita berry is used for jelly. You can use this jelly on toast, sandwiches, crackers etc.

Elderberry is used for jelly or can be made into wine by taking the juice from the berries.

Gooseberry is used to make pies with by cooking the berries in with a sauce.

Miners lettuce is used in salad or you can eat it just plain.

Sage is used for seasoning in the food that is cooked, such as stews, pies, etc.

Chia seed is what you can make bread with.

Ephedra is a tea that the Indians drank.

Yarba Santa is a medicine that the Indian witch doctors used to heal the sick.

Cambolia tea is also a medicine that Indians used.

These are some other wild plants that grow in the Antelope Valley.

Pinyon Pine is a single or double leaved plant that has seeds that you can eat raw or you can roast them, if preferred. The nuts are used for flour or soup.

Wild Onions can be boiled or the bulb can be roasted over hot ashes. With meat chunks you can make a delicious onion soup. Onion can also repel insects if necessary.

Wild Strawberries can be found in moist places of the Antelope Valley and can be eaten with ice cream or else eat them as is.

Mormen Tea is a kind of weed found out in the desert. You boil the leaves then add sugar or lemon to them if desired, then you will have a delicious drink.

CHAPTER VI
WEATHER AND GEOLOGY

EARTHQUAKES

by Robbie Lundblad

The rosy glow in the eastern sky signals that dawn is about to break, as the birds sing, the last of the stars disappear, and the moon grows dimmer. Then a low rumble makes itself heard in the distance, which rapidly grows to a deafening din; the trees sway, the ground rolls, people scream, one hears the sound of glass breaking then it is all over.

It took one minute to kill more than 100 people, demolish buildings and destroy freeways.

THE PLACE SO. CALIFORNIA

THE DATE FEBRUARY 9, 1971

THE TIME 5:59 A. M.

THE SOURCE THE SOLEDAD FAULT,
A BRANCH OF THE SAN
ANDREAS FAULT

The Southern California branch of the San Andreas Fault stretches from the Mexican border to Tejon Pass, although the entire fault extends to Point Arena in Northern California.

One of the earthquakes which involved the Antelope Valley occurred in the late 1850's. From the study of personal accounts, newspapers, and military reports, it has been estimated that this quake was as strong as the 1906 earthquake in San Francisco. The epicenter of the quake was Tejon Pass, but the shock waves could be felt for more than 225 miles. In the town of Fort Tejon the shaking was so intense that every building was knocked down! But despite this terrible rolling, only one fatality occurred, and this was because of the collapse of an old adobe building. It's magni-

tude was at least 7.75 and it was one of the largest tremors to hit So. California.

Another quake of a smaller scale was recorded in July of 1899 at Cajon Pass.

There also was a jolt felt in the latter part of 1916, this time at Tejon Pass, with an approximate magnitude of 6. Two shocks from this same agitation were felt at Elizabeth Lake, where a man was nearly thrown off his feet.

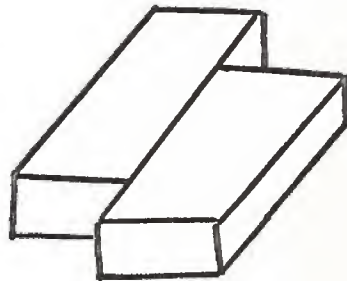
The White Wolf Fault, which runs only 34 miles, was the cause of the 1952 earthquake in Tehachapi. It was the largest quake in Southern Calif. since the 1857 earthquake at Tejon Pass, with a magnitude of 7.5 on the Richter Scale, but since it occurred at such an early hour (4:52 A. M.), there were only 12 deaths. Many buildings were demolished, but the damage was mostly centered around old brick or adobe houses which were not reinforced. More than 20 of the several hundred aftershocks recorded had a magnitude of 5 or higher. (The aftershocks were spread out over a period of months) One aftershock, although it had a measure of only 5.8 on the Scale, killed two more people, and damaged millions of dollars worth of city property in Bakersfield.

The latest earthquake felt in the Antelope Valley was the one occurring in February of 1971. Although the loss to buildings was extensive around the epicenter, the Sylmar area, there was very minute damage done to buildings in the Antelope Valley, and no injuries were reported. This quake had an estimated magnitude of 7.9 on the Richter Scale.

One more large fault which bears mentioning is the Garlock Fault. It is the second largest fault in California, and though it's contributions

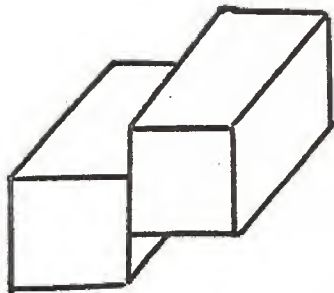
to the landscape form the northern border of mountains of the Mojave desert, it has not been the cause of any major earthquake in recorded history.

A fault is a weakness in the masses of rock at the earth's surface. When the pressure under the rocks builds up to an intense level, they suddenly shift, causing an earthquake. There are three ways rocks can shift, as shown in the pictures below.



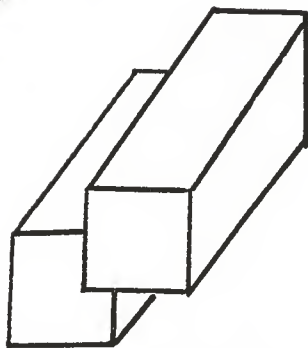
Horizontal

The greatest shift during one earthquake was 20 feet, during the 1906 San Francisco quake.



Vertical

Most earthquakes are characterized by a vertical shift of only a few feet.



Horizontally and Vertically

During the 1872 quake in Owens Valley a shift of 20 feet vertically and 23 feet horizontally was reported.

The San Andreas Fault runs through the valley from southeast to northwest, passing through such towns as Leona Valley, Lake Hughes, and Gorman. Attached is a map, tracing the fault through the Antelope Valley, and indicating important points along the rift.

Many ponds formed by the fault are visible along the road here.

The fault parallels Highway 138

Oakdale Canyon Road follows the fault for about 6 miles

In Leona Valley the fault is made up of two parallel branches, separated by a ridge which has been squeezed up by fault activity

Highway 14 crosses the San Andreas Fault one mile south of Palmdale

GORMAN

Volcanic rock visible here

Quail Lake

Quail Lake might be a catch basin for fault water

138

Lebre Mtn.

Sawhill Mtn.

THREE POINTS

Lake Hughes

LAKE HUGHES

Muntz Lake

Elizabeth Lake

A number of offset streams from the fault can be found here.

LEONA VALLEY

LEONA VALLEY

Both lakes are formed by fault sags (the multiple fracturing of the earth, blocking off drainage avenues.)

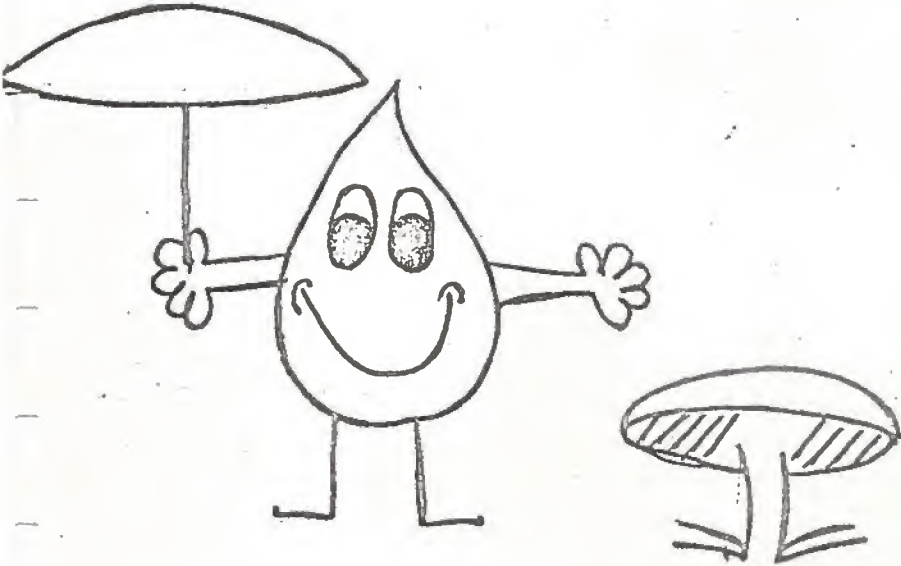
PALMDALE

Palmdale Lake

14

THE WEATHER

by Lynn Triplett



Many, many years ago the only reason people came to the Antelope Valley was that the weather was excellent for anyone who needed a dry climate for their health. Take, for instance, 105 year old Myrtle Webber, owner of the Western Hotel, and George W. Lane, the oldest real estate owner in the valley. They both were advised

to come here for their health.

Before these two people came, the Antelope Valley was green and the water table was very high. The grass was knee high, because there were springs and artesian wells. As years passed and more people came to the valley, the need for water became greater. The water table was dropped gradually and there were few if any rains to replenish it. The grasses began to dry up. The plants you see now in the valley are the only ones that can survive the wind and the shortage of water.

Now, when winter comes, we seldom have snow. Although in 1885 there was a record snow and 1964 and 1971 the valley had its fair share of snow - about $2\frac{1}{2}$ to 3 feet worth. In the winter of 1969 there were floods all over the mid-Southern California area. These floods caused an average to extensive amount of damage, depending on where you were located.

The Antelope Valley has no definite spring or fall for we are located in one of the seven true Mediterranean climate zones of the world.

The wind in the valley substitutes for our fall months from mid-September thru December. Winter, from mid-December thru early February, consists of occasional snowfall and usually rain. Our so-called spring and fall months have the same temperature ranges, high 40's to low 60's. Spring is classified with "flowers blooming and robins singing" which is about all that happens here in the spring time. Oh, by the way, the spring months are March thru May.

Now for the type of weather the Antelope Valley is the most famous for, the hot and arid summer. These warm, sunshine filled months continue from June thru September, with the hottest month being August. This is the time of year when it is very nice to have a built-in pool and not to have P. E. in the afternoon.

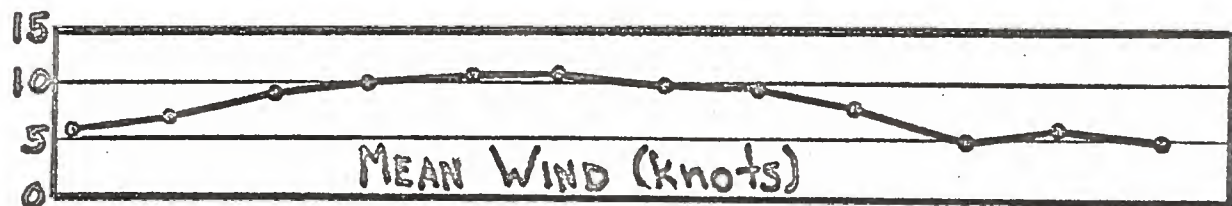
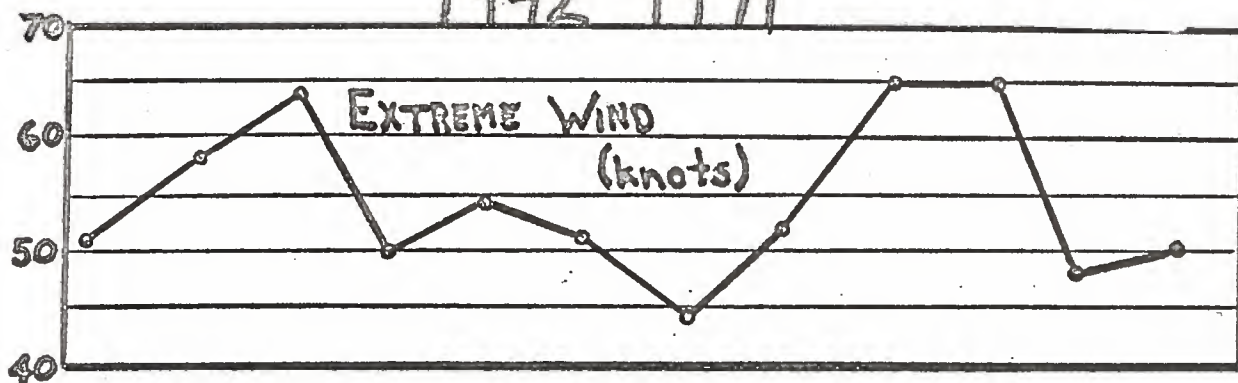
The Antelope Valley is one of the windiest places I know. Many classmates and teachers I have talked to say that all I have to do on the subject of weather is put the word "wind". Wind is one of the prime elements of the valley. The reason for this is because of the mountains. Cold fronts or cool air comes over the mountains and hits the warm air on the valley floor. When these two airs collide, wind is formed from the friction put out. Many people think that because of the mountains the Antelope Valley would be somewhat free of wind. Here just the opposite has happened.

And with this I shall sum up the weather in the Antelope Valley.
Happy seasons!.

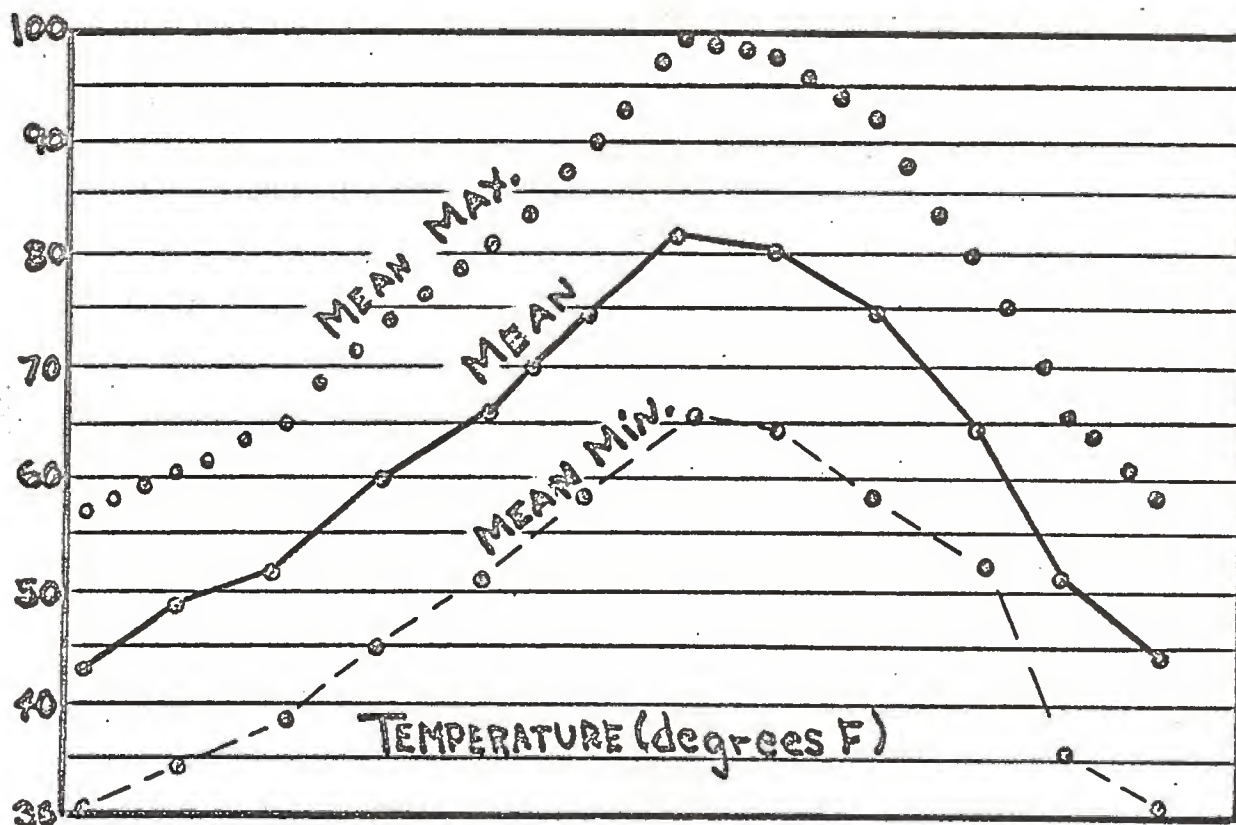
Climatology of Antelope Valley

1942-1971

by Cristy Reed



MEAN WIND
8 knots



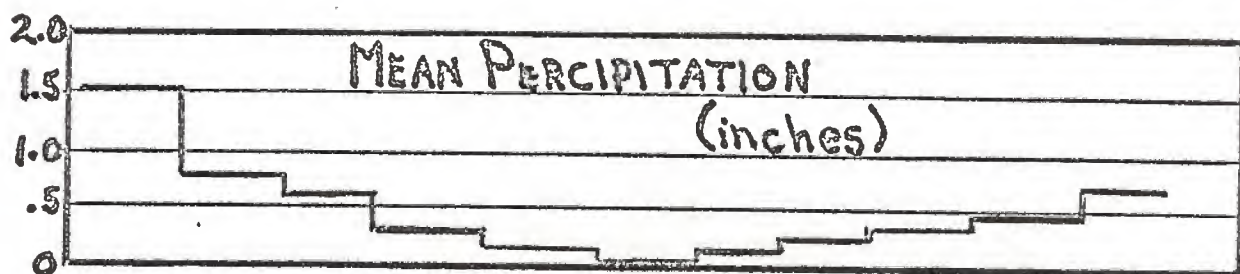
MEAN TEMP.
62 degree

MEAN MAX.
TEMPERATURE
77 degree

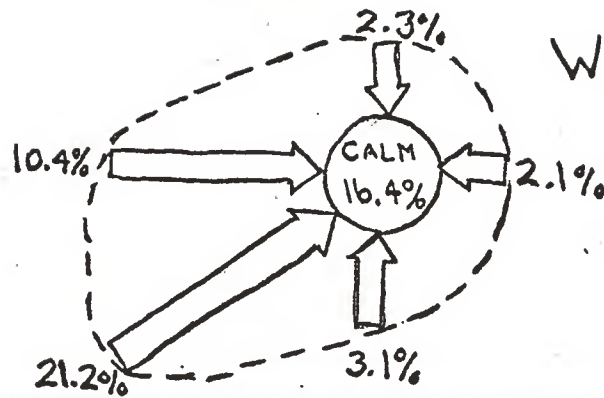
MEAN MIN.
TEMPERATURE
47 degree

EXTREME
MAXIMUM
113 degrees

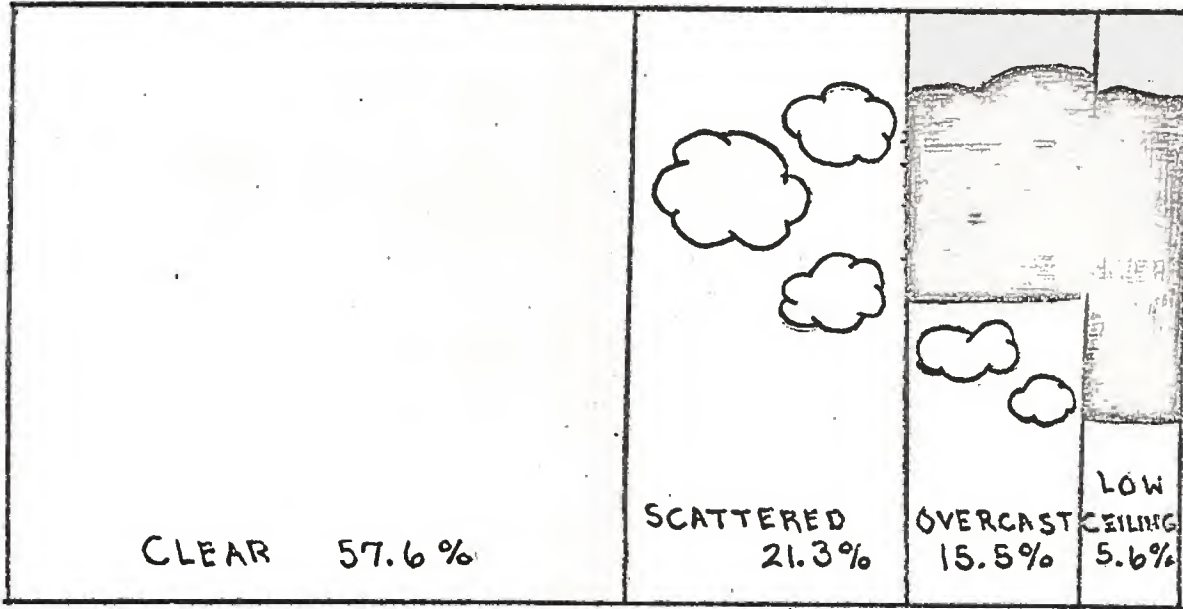
EXTREME
MINIMUM
4 degrees



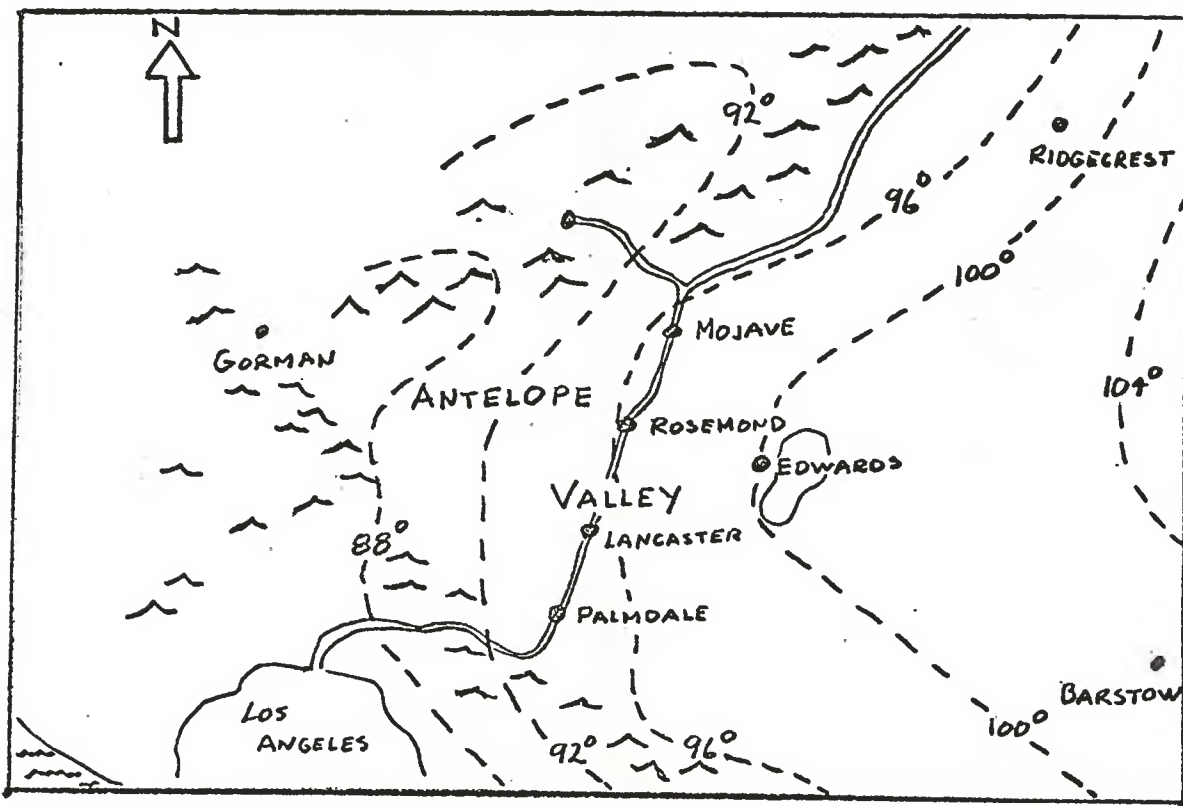
MEAN
PRECIPITATION
4.05 inches



WIND DIRECTION
PERCENTAGE
FREQUENCY
ANNUAL



ANNUAL
SKY
CONDITION



MAP
OF
MEAN
MAXIMUM
TEMPERATUR

GEOLOGY OF THE ANTELOPE VALLEY

by Jeanette Quinn

The Antelope Valley's make up of important minerals shows mostly through it's mines, many of which have been found by old prospectors.

Imagine you are a prospector who has come to the valley hoping for a gold strike or something just as prosperous. You are just starting a days work by mining up in some rich looking hills where you've been working for quite some time. Suddenly, after one hard strike of the pick, amidst the flying debris, something catches your eye. Upon investigation you find it is gold, and you dig eagerly for more.

If you were to dig on, you would probably have found besides gold; silver, ore, quartz, pyrite, and carnonite. If you would have dug in other areas you would have found borax, sulfur, gravel, marble and basalt.

But even if you're not a prospector, you can still find rocks on the surface of the valley

THE FAULTS

It is February 9, 1971, that fateful day, when many a person was still in bed, a dreadful shaking teetered the area. Buildings fell, a dam weakened, a man in a car on the freeway was crushed by one of many falling overpasses.

A branch of the San Andreas fault had slipped causing one of the largest earthquakes ever felt in Southern California.

This earthquake affected us because when the fault slipped the vibrations caused very, very slight change in the mountains where the fault is located. But so slight are the changes that they won't become noticeable

for thousands, maybe millions, of years.

In the Tehachapi Mountains the Garlock Fault also affects us in the same way as the San Andreas Fault in the San Gabriel Mountains does, only with less force.

VALLEY FORMATION

Imagine that you are living billions of years ago during one of the latter mountain formation eras. The earth around you is quite flat. You are living in the area that the Tehachapi Mountains now occupy. At the moment the land is pushing upward and folding. As far as you are concerned the land seems quite still. The pressure of the pushing keeps folding and folding upward forming the mountains and over a period of millions of years the land keeps rising and rising. Suddenly all motion stops. You find yourself atop one of the many mountains that surround you.

In such a way the mountains surrounding our valley were born by the efforts of Nature.

SAN ANDREAS FAULT

by Mark Sprenger
Chris Holmes

The San Andreas Fault was first recognized by a geologist in 1896. Schayler briefly described the fault that was formed 39 years earlier in the Fort Tejon earthquake (1857). The features of the fault were described in more detail by Fairbanks for the California Earthquake Investigation Commission in 1908.

The San Andreas Fault extends from the coastal area north of San Francisco to the area south of the Salton Sea, more than 600 miles.

Approximately 50 miles of that is in the Antelope Valley. The fault is marked by a straight, traceable, chain of ridges and steep slopes, indicating many earth movements. Many other faults run parallel and connect on to the fault including the Garlock, Big Pine, and San Jacinto.

The Garlock Fault extends from the San Andreas Fault in an east north-eastward direction for about 150 miles. The Big Pine Fault extends from the San Andreas Fault in a west southwestward direction for about 50 miles. The San Jacinto Fault runs parallel to the San Andreas Fault from Cajon Creek to a point near Little Rock Creek. The average distance between the faults are about two to four miles.

The rocks and adjacent major blocks of the San Andreas Fault Zone are grouped in four types are, (1) Pelona schist and associated rocks, pre-Cambrian age. (2) Widespread Plutons rocks, Mesozoic age. (3) Several Tertiary formations. (4) Quarternary alluvial-fan, stream, and playa deposits. All the Tertiary rocks that are on the eastern side of the fault lie to the north and all the Tertiary rocks on the west side lie to the south.

The San Andreas Fault is known as a major right lateral fault. The fault has been offset almost everywhere along its course. Displacements of 21 and 10 feet occurred during the 1906 San Francisco earthquake and the 1940 Imperial Valley earthquake. Many present-day drainage lines are offset in many places, this indicates right lateral displacements of as much as one mile. A few of the older stream channels of Recent and Pleistocene age on the north side of the San Gabriel Mountains are offset several miles. In the southern Temblor Range, Pleistocene strata are offset approximately 14 miles. In the same region Miocene facies contact appears to be offset

65 miles. And in the San Gabriel and San Bernardino Mountains, Miocene, and Eocene strata appear to be offset at least 20 miles. The similarity between the northwest end of Pelona schist in the San Gabriel Mountains and the northwest end of the body of Orocochia schist near the Salton Sea suggests the possibility of an accumulative right lateral slip of about 160 miles. Similar interpretations indicates movement in the Coastal Ranges have amounted to 175 miles since early Miocene time, 225 miles since Eocene time, 320 miles since Cretaceous time, and perhaps to more than 350 miles since Jurassic time.

ROCKS, MINERALS, AND INTERESTING GEOLOGICAL PLACES TO VISIT

by Kevin Miller
Mark Galliher

If you like strange and beautiful rocks, and don't mind picking them up yourself, then Gem Hill is for you.

Gem Hill is actually a volcanic area, and there is more than one hill. At Gem Hill are semi-precious gems such as opal, agate, bloodstone, etc.

Gem Hill is not the only place where stones like this can be found. In the Acton area you can find geodes of quartz, and in the Red Rock Canyon, opal can be found.

Red Rock Canyon State Park is located on Highway 365 north of Mojave. The walls of Red Rock are made of red and white colored sandstone, worn down over many, many years by wind and water. The Red Rock Canyon is a good place to hike, ride motorcycles, camp or hunt, whichever is your pleasure.

The Devil's Punchbowl, a County park, is made up of many granite hills

that were once tossed around by an earthquake like ping-pong balls into the helter skelter form they are today. If you are a hiker then the Devil's Punchbowl is for you. It is located about 3 miles south of Pearblossom.

There was once many gold and silver mines near the Willow Springs Area. One of these is the Tropico Gold Mine. It was found when some early pioneers of the Antelope Valley went in and took the clay from underneath the topsoil, and in the clay were flakes of gold. Tropico closed down during the late fifties because the price of processing the gold was higher than the price of the gold, so in the long run they lost money.

The Tropico mine was turned into a museum after the mine closed.

THE DEVIL'S PUNCHBOWL

by Arlene Boyd
Eileen Nash

The Devil's Punchbowl is one of Southern California's most striking geological oddities. This natural outdoor wonder is located approximately 70 miles north of the Los Angeles Civic Center. About four and a half miles south of Pearblossom. There is a paved road leading to it for easy access and a large parking area.

The Punchbowl is a deep depression in the earth, having depths of 2,100 feet lower than the highest point in the park. It is approximately two miles long. Some of the rocks in the bowl exceed 200 feet in height.

The distinct rock formations stand out contrastingly compared to the surrounding areas. From certain points on the mountain peaks of the San Gabriel Crest, these rocks are very noticeable.

High on a flat-top rock in the Punchbowl is a place that the home-

steads called "The Devil's Throne." From here you can see the red rock formation that many people think resembles the grinning face of the Devil. At the bottom of the bowl there is a stream that tumbles over the rock formation.

Vegetation and animal wildlife live in the towering sandstone outcroppings in the Punchbowl. The sturdy Pinyons, the Manzanita thickets, the yellow-gold bloom of the Fremontia, and the Alder and Sycamore stringers along the narrow stream bottoms are to be found at the lower elevations, while an occasional Big Cone Fir and Jeffrey Pine can be seen at the upper elevations.

Formerly, there was only a three-mile trail to reach the park, and only those who really appreciated the natural beauty of the out-of-doors were willing to hike it. Now the trail has been replaced by an access road through public property. Even though the road has been built, the natural beauty of the area remains unaffected.

History of Acquisition and Development: Dedicated December 4, 1963, the 23 year history of the acquisition and development of the Punchbowl began in 1949 when the County of Los Angeles Department of Parks and Recreation first surveyed the site and concluded this outdoor wonder should be made available to the public as a wildlife reservation.

In 1957, after a field trip into the Punchbowl area by Los Angeles County Supervisor Warren Dorn and others, steps were taken by the County to acquire 1,310 acres which comprise the Devil's Punchbowl Regional Park. Funds were voted for this purpose in the 1958-59 county budget.

Title to 1,270 acres of the park is held by the United States Forest Service, and the remaining 40 acres of privately owned land was acquired

by the County for \$55,650 in 1960.

Safety rails were installed in the heavy use area at the lip of the bowl, and a large plaque inscribed with a description of the geological aspects of the area was put up. Developments completed by the early spring of 1964 include trails down into the Punchbowl.

Time and history are etched in the Punchbowl. Outcroppings of sedimentary stone contain seafloor fossils. Evidence has been discovered that Serrano, Mojave, Piute and Apache Indians have camped in the area. They were followed later by pioneers who homesteaded sites in the vicinity of the Punchbowl.

As far as is known, the first appearance of the Punchbowl in the annals of United States and California history occurred in 1853. An expedition commissioned by Jefferson Davis, the Secretary of War, was sent into the area to explore routes for a railroad to the Pacific.

In 1868, Charles Vincent (one of the first settlers in the Valyermo area) reported the great "earthquake crack", which visitors to the area can now see for themselves. The Valyermo District of the Angeles National Forest, where the Devil's Punchbowl is located, was established in 1907.

In early years, the children of Valyermo attended a little white schoolhouse a few miles away from the Bowl. The Punchbowl was a backyard for these youngsters and they hunted and played there.

The Devil's Punchbowl area lies within the San Andreas Fault, a major break in the earth's crust about a mile wide.

The great Fort Tejon earthquake in 1857 left scars on the surface that are still visible. The Fault has been active since early Tertiary (about 63 million years ago).

Tertiary age marine and non-marine sedimentary rocks comprise the rocks of the Punchbowl, which include the marine Martinez formation of Paleocene age (48 million to 53 million years B. C.) which form the hills north of this state. Remains of ancient animals, which lived here about 13 million years ago, have been found in the pink-colored sediments of the Punchbowl formation of Niocene age (13 million to 25 million years B. C.). These include two species of the three-toes horse, an ancient skunk-like animal, a primitive camel, and a small-sized antelope. Beds of coal and limestone also occur in portions of the punchbowl formations.

The Punchbowl area is ideally suited for activities for families, youth and adult groups, and school classes. These activities include picnics in the shade of the San Gabriel Mountains, rock fossil study, bird watching, painting and photography, and zoological or geological surveys. Moderate temperatures during the period from October through July make it advisable that excursions be scheduled during this period rather than in the periods of extreme heat.

DEVIL'S PUNCH BOWL

by Laurie McAlpin

Brambles, deadend canyons, shadowed water falls, rock chutes, sand and thickets of dead branches and tanglewood.

The above paragraph describes Devil's Punch Bowl thouroughly. Without the brambles and tanglewood the "Punch Bowl" would be just an ordinary desert.

Technically speaking the "Punch Bowl's" geological formations are believed to have been from the two faults which run through the Desert. These

are the San Andreas and San Jacinto.

In 1959 the Los Angeles County developed 1200 acres of land for a County park. (Punch Bowl) Earlier in 1907 Ranger Louis Dorr, Supervisor of the Valyermo District of the Los Angeles National Forest, thought of having a park there but the idea never got anywhere until 1933 when he recommended it again. But Louis Dorr was pushed out again. Then in 1959 they developed the Devil's Punch Bowl.

Devil's Punch Bowl is a very recreational area. It can be drive to in one day. Picnic tables are available for the visitors.

One thing to remember is that the Devil's Punch Bowl is not only beautiful because of the land formation but also because of the wildlife and wildflowers.

C O N C L U S I O N

by Linda Carlson

Now that the end of the book has come, we, the students, hope that you have enjoyed and marveled over the usual and unusual facts, drawings, and photographs in this book. It was fun to put it all together into one complete regional study. In this way, people familiar and unfamiliar with the Antelope Valley may read it for their enjoyment and education.

The whole book took about four months to complete. Let's take a look at the people who without their help this book could not have been written.

The idea for the regional study was brought up by Mr. Robinson, a new-comer to the school and loaded with bright new ideas. The others in the team of teachers, Miss Dix, Miss Purcell, Mrs. Rogers and Miss Timrott; all helped in their own way by extending their help and opinions.

So the book could be known clear across the nation, the newspapers of the valley deserve recognition for their efforts by publicizing news of the regional study.

But most of all, the former and present residents of Antelope Valley of yesterday and today deserve our thanks for being here during their time.